

AMERICAN
RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, SEPTEMBER 23, 1858.

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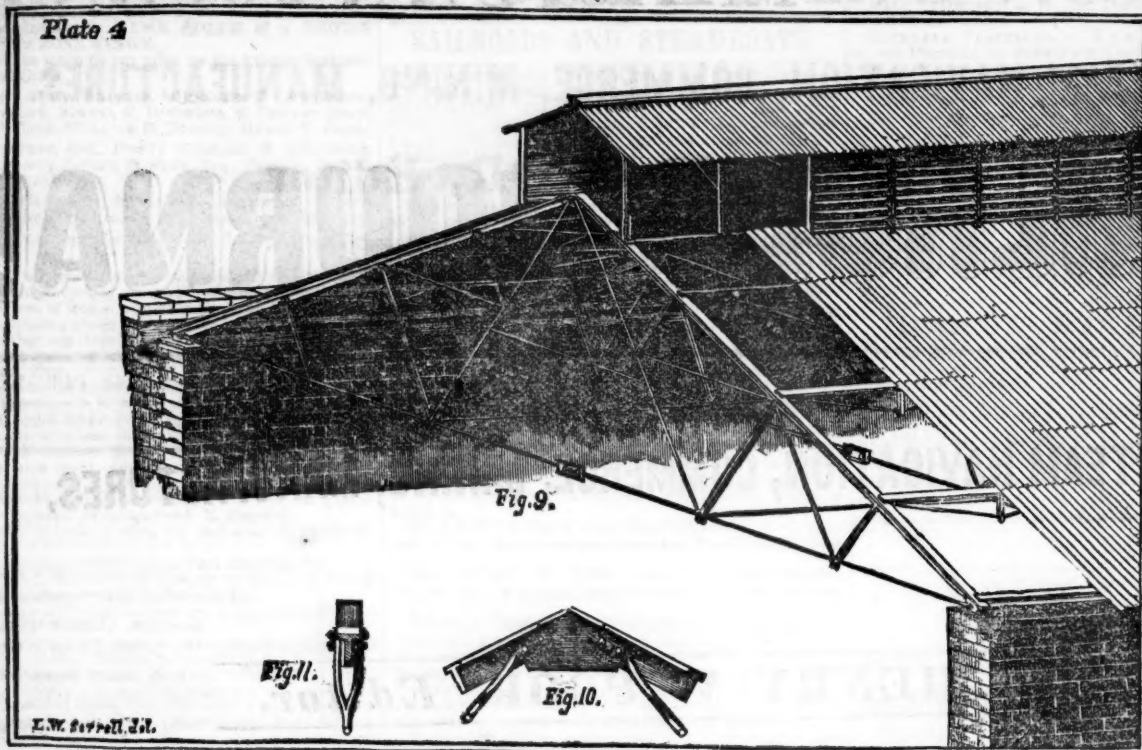
PUBLISHED WEEKLY, BY

JOHN H. SCHULTZ & CO.

**Front Room, Third Floor,
No. 9 Spruce Street.**

ROOFING.

Plate 4



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Fig. 6.



$\frac{1}{2}$ full size.

Fig. 7.



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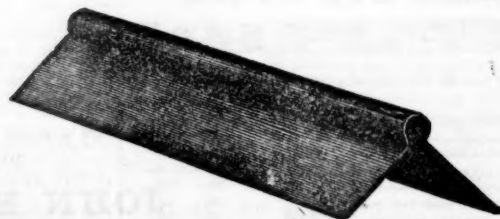
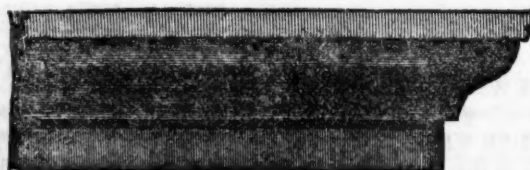
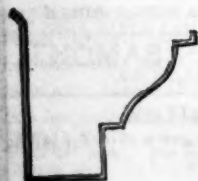
Fig. 8.



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MARSHALL LEFFERTS & BROTHER,
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SECOND QUARTO SERIES, VOL. XIV., No. 39.]

SATURDAY, SEPTEMBER 25, 1858.

[WHOLE No. 1,171, Vol. XXXI.]

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, September 25, 1858.

Extravagance in Building and Managing English Railways, and its Remedy.

(Editorial Correspondence of the R. R. JOURNAL.)
LONDON, September 1st, 1858.

We think in the United States that the railway is one of our most vexed subjects. But it does not begin to be involved in the difficulties in which it is placed here. These arise largely out of the mixed nature of the government of this country. As no government is so expensive, so there is no people so universally taxed. As all wealth is the product of industry, it has been a favorite mode to raise a revenue by taxing every industrial process. This was done in olden times by virtue of the prerogative of the Crown. There was once no trade or profession, the monopoly of the exercise of which was not sold as a means of increasing the revenues of the State, or of providing for the support of some court favorite. The government held a firm and vigilant hand over the action of all its subjects. This ancient stringency is greatly relaxed in favor of commerce and manufactures. A person may now construct a ship or a cotton mill, without asking permission, and without incurring any burdens not generally imposed upon property, or the income from it. But such a relaxation of the ancient regime has not been made in favor of railroads. A special act must be obtained for the construction of such works, and to allow the taking of lands for them. It is this re-

laxation of government to railways that has been a great source of the mistakes and disasters the latter have suffered. As the right to construct a railway, in all cases, costs a vast sum, the possession of such a right is naturally regarded as of very great value and as legitimately the subject of a large expenditure. Now as the right to embark in an enterprise, in which any other person if he chooses, may embark, is worth nothing, the proper relation of means to ends has been completely lost sight of by the parties constructing railways in this country. They console themselves for the payment of £500,000 or £1,000,000 expended to obtain a charter for a road, with the idea that they have an equivalent value. Acting upon this idea, they go forward and make large expenditures, ignoring all considerations as to the amount of traffic the line may have. It is quite enough for them to know that they possess a most valuable "concession." This value consists in a supposed monopoly of a particular business, or route. Now a person whose business or income is secured to him by a monopoly, is not apt to be thoughtful or vigilant over his acts or expenditures on account of it. If such person, acting upon such hypothesis, should happen to find himself subject to a vigorous competition, carried on by sagacious and energetic rivals, it would not be long before he would be flat on his back. Now, the railways of this country are in a condition similar to that instanced. The right to construct a road was supposed to carry with it the monopoly of the traffic of its line. But this has been found to be a great mistake. Parliament begins by refusing everything, and ends by granting everything. When a company found its business threatened by a rival, it went to Parliament for a further concession. It sought to erect a barrier here—to throw out an arm there, till in a little time these branches exceeded in length and cost the original undertaking. In this way a single railway goes on scrambling for the traffic of half the kingdom, and in building and assisting roads that bear no natural relation whatever to it. No well conceived system or design is traceable in carrying out any of the great railways of this country. The leading companies are in a state of incessant hostilities toward each other. Their course or policy for to-morrow, as that of an army, depends upon the necessities, in which they

may, at any moment, think themselves placed. In fact, one would think their normal condition to be one of hostility toward each other. They regard their charters as a sort of castles, which they alternately use, for protection when assailed, or from which they may deal their opponents a blow, when an opportunity offers. This war has been at its height during the present year. Charges in passenger traffic have, in many cases, been maintained at one-half the ordinary rates. Those on goods have been reduced in still greater ratio; some of the leading companies taking merchandise as low as a *farthing* per ton, per mile.

The facts stated are universally admitted. But why do they exist? This is a question universally asked. The excesses in commerce and manufacturing cure themselves, and are not a normal, but an exceptional condition. Good feeling and harmony of action is the rule between merchants and manufacturers. Why should they not exist between railroad companies? The want of it in this country is owing, in a great degree, I think, to the causes named. They have a conviction that their chartered privileges warrant a degree of expenditure which would not be tolerated for an instant, were the undertaking a private enterprise, such as the building of a ship or the erection of an iron mill, and in which, success is well understood to result in exact proportion to the fidelity, economy and skill with which the undertaking is carried out. Suppose, at the time the construction of the Great Western Railway of England was determined upon, the right to construct one or more roads between London and Bristol to have been open to any party, or parties who might chose to undertake them—a dozen roads, if you please. How, under such circumstances, would the party first undertaking a road have reasoned and acted? Would they not have said, "we must take the best route, and build the cheapest and best road, or some other party will come along who will correct our mistakes and ruin our investments?—In other words, we must secure to ourselves that best of all monopolies, the ability to carry cheaper than any rival, and make money at the same time?" Would not economy and excellence in construction and management have characterized every step in the process? Is not this the way that people act in ordinary matters? Is

success possible in any other? Have not railroad companies almost entirely ignored such considerations, and have they not been blinded and led astray by the manner in which they derive their right to construct their works; would not ship building and iron making have turned out in the same disastrous manner, had government assumed to interfere with them, as they have with railways? I think there can be no doubt of this. Had the right to construct railroads in this country been a common one, the unnecessary lines now existing would not have been built. The direction of roads would have been in harmony with the course of travel and trade, and companies would have composed their quarrels and differences with as much ease as they are composed among merchants and manufacturers.

But talking about the abuses in the construction of railroads in this country is like fastening the stable door after the horse is stolen. How to make the most of them, now that they are built, is the question. I have already touched upon this point. I may here repeat that I see no prospect of immediate improvement. I do not see how the existing irresponsible systems are to be changed. I do not see how competent men are to get into the executive chairs, and into the leading departments of service. It is not yet seen to be necessary, that one competent head should connect together, and become the spring of action of all the subordinates. Till such reforms are effected the evils now felt to exist will become still more aggravated. That the appropriate remedy will come in time, I have no doubt; but not I fear till a much greater waste than is now suffered, takes place in railway property.

While upon this subject I may remark that continental railways, over which their respective governments assume direction and control, are admitted to be better managed than English. The reason, I think, is obvious. In the former case, the most rigid accountability is exacted from every person employed on them. Statements showing the cost of maintaining every branch of service, in detail, as well as of the revenue derived from each, are kept with greatest care. Upon Prussian roads for instance, a history is kept of each locomotive, which shows exactly its cost; the amount expended upon it during its life-time; the quantity of fuel it has consumed; the number of miles it has run, and the total sum earned by the trains it has drawn. This one example may serve as an illustration of the extreme care with which details of every department are kept. They are exacted by a rigid governmental oversight. We are not advocates for such an oversight, but for one which must be far more intelligent and rigid—that excited by the owner of a property over the manner in which it is managed. But in this country, the railroad managers have not assumed a duty which government has entirely ignored. What should be gained by a greater degree of freedom has been lost by neglect. The government archives furnish little information of value in reference to railroad, because these companies, not being compelled to, will not furnish it. The records and publications of companies are equally barren of everything like useful intelligence, because the subordinates are not required to present to their chiefs accurate accounts of the operations of their departments. The freedom enjoyed by the rail-

road companies of this country has, consequently, to a very great extent, excited a disastrous influence. That the intelligence of the individual is higher than that of government and better fitted to manage all commercial enterprises, there can be no doubt. But it is better that government should look after railroads, than that they should be entirely committed to a set of managers responsible to no one but themselves and between whom and the stockholders no intelligent link of communication exists.

Virginia and Tennessee Railroad.

The annual meeting of the stockholders of the Virginia and Tennessee Railroad Company, was held in Lynchburg on the 15th inst. We copy the following report of the proceedings from the *Virginian*:

Mr. Wm. Ballard Preston presented a petition from Mr. J. Kyle, of Montgomery county, asking the construction of a branch road to his coal banks, four miles long, on the following terms: The company to do the grading and he the superstructure. The former, it is estimated, will cost \$40,000, and the latter \$15,000.

The memorial was referred to the Board of Directors, with instructions that they consider the same with reference to, and in the spirit of, the instructions heretofore given by the stockholders for the construction of the branch to the Tom's Creek coal field.

Mr. Edwin Robinson, proxy for the city of Richmond, presented a resolution asking the abrogation of the through-ticket arrangement with the Central and the Orange and Alexandria railroads, and its establishment with the Richmond, Fredericksburg and Potomac Railroad, on the ground that the State, in the charter of the latter railroad, had granted it an exclusive right to transfer passengers between Richmond and Washington City. The resolution was advocated by Mr. Robinson, and opposed by Mr. McDaniel; after which the resolution was withdrawn by Mr. Robinson.

Resolved, That the President and Directors be requested to confer with the authorities of other roads connecting with and having the same gauge with our own, upon the expediency of establishing or encouraging the establishment, at some eligible and convenient point, of a rolling mill, for the renewal and repair of the rails used upon the said roads.

The report of the "Examining Committee" was read and received. It reports the books of the Company in proper order.

The following resolution was adopted by the meeting:

Resolved, That the stockholders of this Company learn, with great gratification, of the successful termination of the mission of Wm. Ballard Preston, for connecting the railroads and canals of the United States, terminating on the Chesapeake Bay, with the railway system of Europe, by lines of steamships to ply between Norfolk and St. Nazaire.

The election of officers was then taken up, and on motion, the old officers were re-elected, viz.: John R. McDaniel, President, and John M. Preston and Henry Davis, Directors.

Concord and Portsmouth Railroad.

We stated yesterday that this road had been leased to the Concord road for five years. We have since learned the facts of the case, which are these: The Concord, in connection with the Manchester and Lawrence Railroad, has entered into an arrangement to run the Concord and Portsmouth Road, receiving as compensation therefor, the total income of the road, excepting \$15,000, to be paid to the Concord and Portsmouth road yearly. They are also to expend \$2,500 annually in permanent repairs of the road. The contract commenced the 13th inst., and to continue five years, unless previously terminated by vote of the stockholders of the said roads.—*Manchester American*.

Pittsburg, Ft. Wayne and Chicago Railroad.

The following is an abstract of the semi-annual report of the Directors to the shareholders of the Pittsburg, Fort Wayne and Chicago Railroad Company during the six months of the current year, ending June 30th.

Since the last meeting, a contract has been entered into with the Pennsylvania Railroad Company, to furnish all the "chairs, spikes, frogs and switches, necessary to complete the road into Chicago." Over four thousand tons of the rails have already been delivered under the contract, and carried out upon the line of the road. The work of completing the road to Chicago is being prosecuted with energy, and the last rail may be laid with the close of October.

The Company will be assured the right of way from the south boundary of Chicago, so as to connect with the roads leading north and west from the northern part of the city; and its passenger trains carried into the very heart of the city, where a union depot will accommodate a majority of the roads entering Chicago.

Much of the road between Fort Wayne and Crestline remained unballasted, and was in poor condition. Large parties are now at work putting this portion of the line in good order, which, it is believed, will be completed early in November.

General Exhibit of Pittsburg, Fort Wayne and Chicago Railroad Company.

	COST OF ROAD.		Increase.
	Dr.		
	Dec. 31, '57.	June 30, '58.	*Dec'58.
Cost of O. P. R. R.	\$6,079,971	\$6,079,971	.....
C't of O. & I. R. R.	3,235,058	3,235,058	.....
Cost of Ft. W. & Chic. R. R.	1,757,516	1,757,516	.....
Total	\$11,072,545	11,072,545	.....
Bal. with O. & P. R. R. Co. prior to Aug. 1, 1856	123,768	156,362	32,594
Do. O. & Ind. R. Co.	216,167	219,341	3,174
Do. Ft. W. & Chic. R. R. Co.	110,704	25,864	*84,840
Total cost of the three roads...	\$11,523,184	11,474,113	*\$49,071
Const. Expenditures on E. Div.	918,927	931,933	13,006
Do. on W. Div.	746,582	941,125	194,543
Disc. Penn. R. R. Co's Bonds...	2,975	2,975	.....
Disc. Bridge B'ds O. & P. R. R. Co.	2,390	16,565	14,175
Disc. 1st M. B'ds F. W. & C. R. R. Co.	169,080	169,080	.....
Disc. Mtg. Con. B'ds, P., F. W. & C. R. R. Co.	70,098	98,502	28,403
Disc. Real Estate do. do.	14,875	44,675	29,800
Prem'm on stock, O. & P. R. R. Co.	529,249	529,274	25
Do. F. W. & C. R. R. Co.	71,399	71,462	63
Total cost of road...	\$14,048,760	14,289,704	\$220,944
Real Estate.	971,522	960,423	*11,098
Stocks and Bonds	86,000	91,100	5,100
Materials on hand	125,210	102,216	*22,994
Other available assets.	171,216	250,023	78,807
Bal. due fr'm Wm. Larimer, Jr., Unad'd Acc'ts, Coup's, &c.	150,527	396,124	245,597
Total	\$15,553,234	16,079,590	\$526,356

	Ch.		
Capital Stock...	\$6,155,500	\$6,189,350	\$33,850
Scrip.....	74,859	67,690	*7,069
Total.....	\$6,230,359	\$6,257,040	\$26,690

FUNDED DEBT.

1st M. B'ds, O. & P. R. R. Co. due July, 1, 1865	1,000,000	1,000,000	.....
2d do. Jan. 1, '66	750,000	750,000	.....
Income do. April 1, 1878.....	1,991,000	1,991,000	.....
Bridge do. May 1, 1876.....	73,000	133,000	60,000
1st M. B'ds, O. & I. R. R. Co. due Feb. 1, 1872...	1,000,000	1,000,000	.....
2d do. Oct. 1, '73	380,000	380,000	.....
3d do. Sep. 1, '64	17,000	17,000	.....
1st M. B'ds, F. W. & C. R. R. Co. due July 1, '73	1,250,000	1,250,000	.....
Real Estate do. April 1, 1874...	498,000	498,000	.....
M. Con. B'ds, P. F. W. & C. R. R. Co. due Jan. 1, 1887.....	383,000	526,000	143,000
Real Estate do. Dec. 1, 1886...	29,000	157,500	128,500
Sink'g F'd B'ds, Jan. 1, 1863.....		134,505	134,505
Do. do. Feb. 1, '63.....		35,070	35,070
Do. do. Apr. 1, '63.....		84,000	84,000
Total.....	\$7,371,000	\$7,956,075	\$585,075

FLOATING DEBT.

O. & P. R. R. Co.	6,554	5,754	*800
O. & I. R. R. Co.	21,816	21,276	*539
P. W. & C. R. R. Co.	27,790	14,552	*13,238
P. F. W. & C. R. R. Co. perschedule D.....	1,371,891	1,148,269	*223,723
Warrants.....	4,551	66,972	62,421
Unp'd Construct. Accounts.....	73,215	67,627	*5,589
Unp'd Transport. Accounts.....	289,588	248,372	*41,312
Other Accounts.....	88,157	105,263	17,107
Coupons due prior to Jan. 1, 1858, to be p'd in cash	56,085	20,467	*35,617
Coupons due on and after Jan. 1, 1858, to be paid in cash.....		21,435	21,435
Coupons due on and after Jan. 1, 1858, to be funded.....		138,460	138,460
Sundry bal'es due R. R. Cos.....	12,127	8,127	*4,000
Total.....	\$1,951,875	\$1,866,475	*\$85,400

State Aid to the Troy and Greenfield R. R.

At a meeting of the Executive Council held yesterday afternoon, the special committee to which was referred the application of the Troy and Greenfield Railroad Company for the first instalment of State aid to their road, as provided for in chapter 226 of the Acts of 1854, submitted an elaborate report, stating that they had examined the road and the Hoosac Tunnel, and find that the company has fully conformed to the requirements of the act in question, and are therefore entitled to have their application granted. By the provisions of the Loan bill, the company are entitled to \$100,000 five per cent State scrip, payable in thirty years, whenever they shall have obtained subscriptions to their stock to the amount of \$600,000, and twenty per cent. of the same actually paid in, and when they have completed seven miles of road on either or both sides of the mountain, and have also excavated the tunnel to a distance of one thousand feet. In accordance

with this favorable report, the Governor has delivered over to the Troy and Greenfield Railroad Company the bonds of the first instalment of the State loan, amounting to \$100,000. Of this amount \$10,000 goes towards a sinking fund.—*Boston Journal, Sept. 14th.*

Steam Navigation.

In contemplating the present state of the ocean steam marine, we cannot fail to notice the gradual substitution of steam for sails which is taking place throughout the United Kingdom and France, and to a certain extent in the coasting trade of the United States, as well as in trans-Atlantic navigation. So great are the improvements constantly making in propeller machinery, that this description of motor promises to become even more popular than heretofore on long routes, as affording the most economical application of steam power, (where great speed is not essential,) combined with capacity for freight and liability; and as to the superiority of the propeller for short voyages, the question may be said to have been determined by experience in the large commercial countries of Europe, where they are in almost universal use. For the navigation of contracted waters, against adverse winds and currents, steam has decidedly the advantage. As fuel can be frequently replenished at the ports of entry, space may, in such cases, be almost wholly occupied by freight.

A late Parliamentary paper shows the astonishing development in steam navigation which has taken place in England during the last few years. The following is the result:

	1849.		1857.	
	No.	Tons.	No.	Tons.
Home Trade.....	312	54,089	388	92,481
Home and Foreign...	20	5,539	66	20,850
Foreign Trade.....	82	48,693	445	268,023

Total..... 414 108,321 899 381,363

The more rapid increase of steamers as compared with ordinary ships may be further illustrated by the following comparative statement of the total number of vessels employed in the home and foreign trade in 1849, 1853 and 1857; 1849 17,807 sailing vessels and 414 steamers; 1853, 17,567 sailing vessels and 639 steamers; 1857, 18,429 sailing vessels and 899 steamers. From this it will be seen that while the increase of sailing vessels employed has been only 3.49 per cent., that of steamers has been 117.15 per cent., and the proportion of steamers to sailing vessels has advanced from 2.22 per cent. in 1849 to 4.87 per cent. in 1857.

It is a noticeable fact that by far the largest proportion of these vessels were iron propellers, side paddles being almost wholly gone into disuse. The screw is the better form of engine for using sails, as the moderate speed at which propellers are generally run, admits of sails being more effectively applied. Thus, though this description of craft may not be susceptible of the speed attained by sail vessels under the most favorable circumstances, a better averaged time is realized, and therefore more reliability in the arrivals and departures. It is also cheaper than full steam; and in the matter of prime cost, it has an additional advantage. Especially is this true in England, where iron and labor are less expensive than here, but it may be reasonably expected that, "necessity being the mother of invention," the skill of our mechanics will ultimately put us in possession of vessels in all respects adapted to the wants of trade. Very fine propellers have been built for the Southern trade; others have been constructed for our own and foreign governments, some of them the object of much admiration—and all indicating progress towards the realization of the great desideratum. The U. S. steam (propeller) frigate Niagara, during the brief period she has been afloat, has earned a world-wide renown, and it is not probable that the noble frigate General Admral, shortly to be launched in this city, will disappoint the high expectations indulged of her future career.

The United States, justly boasting of her ex-

haustless resources, will not long permit the most valuable portion of her trade to be diverted by foreign bottoms. The policy adopted abroad of maintaining special lines by enormous subsidies from national treasuries, is opposed to the spirit of our institutions, and it may be long before the government of the United States will take up cudgels in behalf of a system which must always be stigmatized as partaking of the nature of a monopoly. Should, however, the subtle influence of the magnetic battery be so far substituted for the power of steam as to restore a healthful competition, depending on individual enterprise alone for success, our citizens will have no fear of the result; and so far as the Atlantic cable may contribute anything to show that the continuance of subsidies for great speed is no longer necessary, (there being no adequate object to accomplish,) just so far will it give the commercial supremacy of the ocean to those whose skill and energy are entitled to the greatest reward.

In thus noticing the progress of steam, it were idle to infer that sails are to be driven from the ocean, for, with the great aggregate of freights, comprising the standard articles of commerce, there is no positive necessity for rapid transport, and the simple question of expense will determine the mode of conveyance. Vessels which have half their space occupied by power and have to incur constant expenditure for fuel and repairs of machinery, must ever labor under great comparative disadvantage in carrying on traffic of this nature.—*Journal of Commerce.*

The Great Overland Mail to California.

The first overland mail for San Francisco, Cal., by the way of Jefferson City and Springfield, Mo., Fort Smith, Ark., and Preston, Texas, takes its departure this morning from the St. Louis Post Office, at 7 o'clock. It goes by the way of the Pacific Railroad to Tipton, from whence it will be conveyed in coaches and spring wagons the whole of the distance. Mr. J. Butterfield, who has given his personal supervision to the work of getting this mail fairly under way in all its parts, goes out with it to Springfield. The mail will, of course, be a light one, as it would be improper to send off letters of value until it is ascertained that the proper connections have been formed, and that no difficulty is likely to be experienced on the route. At the same time, a mail will start for the East from San Francisco, and we ought to be able to announce its arrival here in twenty-five days. This is the contract time, and Mr. Butterfield is confident of being able to meet it. The mail is to be transported twice a week, and as the Panama mail leaves only once a fortnight—the 1st and 15th of each month—it must frequently happen that correspondence by the overland route will be better kept and more expeditious than by sea. This mail will, therefore, soon begin to receive attention, and the transportation of letters will be heavy. No papers will be forwarded by it, though slips may be forwarded in letters. The aggregate sum paid to encourage the establishment of this line is \$600,000 per annum. It is not supposed that the expenditure will be reimbursed even, during the existence of the contract, but the great object is to open a regular overland communication between the Pacific and the Mississippi; to encourage settlements all along the route, sufficient to protect each other and the mails and travelers; to secure the opening of roads, and thus to mark the way for a railroad at an early day. Before the close of the contract, we have every confidence that this trip will be made in less than twenty days, and that it will be a grand thoroughfare of travel, running daily, and full of passengers. The price of fare from St. Louis to San Francisco, now established, is \$200.

We learn from good authority that Governor Brown, the Postmaster General, has been exceedingly active and generous in aiding the preparations necessary to a successful start of this great enterprise. Without such aid, it would have been difficult for the contractors, wealthy and energetic as they are acknowledged, to have been so well prepared for the undertaking in the time specified.

Gov. Brown has, we must be permitted to say, done more for the mail service in Missouri and the West, in his brief period of office, than any one of its predecessors for a whole term. We honor and thank him for it.

We understand it is the intention of our Postmaster at once to make up a mail of all letters that may be marked by the overland route.—*St. Louis Republican, Sept. 16th.*

Journal of Railroad Law.

TAXATION OF RAILROAD COMPANIES.

Railroad corporations are, as a general rule, no less liable to tax-assessments than private corporations, or individuals. Yet from the fact that railroads are deemed works of public benefit, they are often, usually by the charter authorizing them and in express terms, placed on a different footing, in regard to the payment of taxes, from other property. As they are entirely creatures of the legislature, there is no question but the legislature has power to impose upon them any conditions or grant them any privileges it may see fit. It is, of course, necessary that the action of the legislature should not infringe the limits set by the State constitution; but, beside this, there is no restriction; so that, in the absence of constitutional obstacles, it may grant to a company, in its charter, exemption from taxation, in such a manner as to disable any future legislature from imposing taxes upon its property. Such exemption, when thus granted by charter, does not apply solely to the corporation, in its aggregate capacity, but has been held to release its stockholder from taxation on his individual stock.

In the State of New York, while the constitution expressly recognizes the power of the Legislature to impose taxes, it does not interfere with the exercise of that power; but with the exception that certain rules are prescribed respecting the mode of enacting laws imposing taxes, it has left the extent of taxation, and the manner of its apportionment, solely and exclusively to the equitable discretion of the Legislature. In § 5 art. 7 of the Constitution, the particular taxes mentioned, (for the increase of the sinking fund of the State,) are authorized in these terms, viz: "The legislature shall, by equitable taxes, so increase the revenues," etc. But while it may seem to be a restriction, that the Constitution, within its spirit and meaning, requires all taxes to be equitable, the courts hold that the legislature is left sole judge in deciding what is equitable; so that, in the apportionment of taxes, it rests entirely with the legislature to determine upon what description of persons, and upon what property within the State, and in what ratio, the imposition shall be made. (See *Wilson vs. the Mayor, etc.*, 1 Abbott's Pr. R. 4, and cases there cited.) Surely there is nothing inequitable in granting a release from taxation, if works of public benefit are thereby best promoted.

It is competent for the legislature, also, where there is no grant of exemption from taxation in the charter, to grant it subsequently, by an express act, or to give the company a temporary release from the payment of taxes. Various contingencies might arise after the original grant of the charter, which would render such a course highly proper, when it would not be so in the first instance.

As a general rule a grant of any kind to a company, and no less an abandonment of the power of levying taxes upon its property, can be effected

only in express and distinct terms. Yet in exceptional cases the exemption may be given by implication; as, where the company would otherwise be subjected to double taxation, by reason of a provision of the charter taxing the company in a particular manner, or a particular part of the property. In such case, the legislature having exercised its taxing power in an extraordinary manner, it will be presumed to have waived its ordinary right, and the company will be freed from any duty in this regard except that imposed by the special provisions.

This was the case with the New York and Erie Railroad Company. An act was passed by the Legislature of Pennsylvania imposing, among other requisitions, a tax of \$10,000 per annum on the company, in return for certain privileges granted. It was held that, by reason of this special provision, the passenger and freight depots and other erection belonging to the company and used for carrying on its customary business, should be exempt from further taxation.

In two or three of the States, a constructive exemption from taxation has been allowed to railroads, on the ground of their beneficial character to the public. In Massachusetts especially, this doctrine is sustained. The reasoning upon which it is based is the following: Railroads are recognized as public works in their very inception. On no other principle could the Legislature authorize the taking of private property, without the owner's consent, for their construction. If for public use, then it is proper that all suitable aid should be given them in furtherance of their design. It is the uniform practice to exempt from taxation works which are manifestly of a public character, as bridges, turnpikes, highways, and also public buildings; as State-houses, forts and arsenals, school-houses, and the like. Railroads being included, therefore, under the same denomination, they are to be accorded the same privilege. (*Worcester vs. Western R. R. Corp.* 4 Metc. 564.)

This principle being allowed, the only question is, in such States, as to the extent and limits of this exemption. In Massachusetts and in Pennsylvania, such property and such only as is appurtenant and indispensable to the railroad in its construction or preparation for use, including the land upon which it is built, of a width conformable to the charter, is exempted; while such as is merely for the ornament or convenience of the railroad is taxed.

But in New York this principle is not recognized, and railroad property is taxed, when not specially exempted either by charter or by a subsequent act of the Legislature. As to the method of taxation, the land and fixtures necessary for the road are taxable in the towns or wards where they are situated. From the capital stock paid in and secured to be paid in, is to be deducted the cost of all the real estate belonging to the company, wherever it may be situated, together with the stock belonging to the State, or to incorporated literary and charitable institutions; the balance is to be taxed as personal estate, in the town or ward where the company has its principal office or place of business. The real estate is to be assessed at the actual value of that part only of the road which lies within the town where the assessment is made, detached from the remainder, and without reference to the fact that its value mainly

depends upon its connection as a whole. The appraisal is made, therefore, according to the valuation of the adjacent lands, belonging to individuals, whether the stock of the company be above or below par, and its business productive or the reverse.

Delaware, Lackawanna and Western R. R.
The annexed statement exhibits the condition of the Delaware, Lackawanna and Western Railroad:

DEBT.		
Mortgage Bonds of 1871.....	\$900,000 00	
Do. 1875.....	1,500,000 00	
Do. 1881.....	2,568,500 00	
	<u>\$4,968,500 00</u>	
Income Bonds of 1862..	\$462,911 00	
Do. 1865..	19,000 00	
Do. 1867..	759,436 31	
	<u>1,241,346 31</u>	
	<u>\$6,209,846 31</u>	
Bills payable, due 1858..	\$252,092 03	
Do. 1859..	319,896 18	
Do. afterwards..	68,857 88	
	<u>\$640,846 09</u>	
Accounts payable	311,133 99	
	<u>951,980 08</u>	
Total	<u>\$7,161,826 39</u>	

AVAILABLE ASSETS.		
Cash on hand June 30th, 1858	\$70,634 02	
Bills receivable due in 1858...	\$136,558 69	
Bills receivable due afterwards	38,646 48	
	<u>175,205 17</u>	
Accounts receivable.....	218,359 63	
Coal on hand.....	211,950 46	
	<u>676,149 23</u>	
Total	<u>\$6,485,677 11</u>	

There were also on hand—		
Warren Railroad Bonds	\$22,100 00	
Lackawanna and Bloomsburg Bonds..	50,000 00	
	<u>\$72,100 00</u>	
Bonds and mortgages, notes secured by real estate and other good notes, payable in 1 to 3 years.....	61,409 89	
	<u>\$133,509 89</u>	
Warren Railroad stock	\$289,250	
Lackawanna and Bloomsburg stock	142,450	
	<u>\$431,700 00</u>	

REVENUE.		
The receipts from sale of coal and transportation for the 6 months ending June 30, 1858, were.....	\$1,471,061 09	
Amount paid for coal and expenses during same time	1,144,040 91	

Net profits for 6 months.....	\$327,020 18	
There was bought previous to June 30, 1858, \$27,450 of the Company's securities for the sinking fund.		

In the fulfilment of old contracts and the settlement of debts due the Company, additional equipment has been acquired amounting to \$41,933 14.

The construction accounts have been increased since 1st January last, about \$25,000, nearly the whole of which has accrued from the settlement of old contracts for right of way, and expenses therewith connected, and from the prosecution of the Van Nest Gap Tunnel on the Warren Railroad, in pursuance of contract. For the amount

of money expended for the latter purpose, this Company receive an equal amount of Warren stock.

Louisville and Nashville Railroad.

The Louisville and Nashville Railroad Company have expended on the main line of their road \$3,770,000 and upward, to the first of September, and will have one hundred of the one hundred and eighty-five miles of the road between Louisville and Nashville in operation by the middle of October. The grading, masonry, and bridging on the remaining eighty-five miles of the road is more than two-thirds completed, and the contracts for the residue of the work in such forwardness as to justify the expectation of having the track ready for the iron by the first of March next, and the whole completed by the time the track can reach the unfinished sections. The cross-ties for several miles are on the ground, and paid for, and the balance are mostly contracted for, and will be ready by the time they are needed. The Company will have a surplus of bonds, &c., worth \$150,000, after paying for laying the one hundred miles of track, and the amount of money borrowed on the pledge of bonds, and the balance now due on contracts. The Company have accepted State aid from Tennessee to the amount of \$300,000, and are entitled to \$150,000 on completing the grade in that State. Also \$100,000 for the bridge on Cumberland river, at Nashville. The whole estimated cost of the road from Louisville to Nashville, fully furnished and equipped, was \$5,500,000, and the work will be done for that sum—so far the contracts have been made within the estimate; from which deduct the sum expended, and the surplus on hand, and the \$150,000 of State aid yet to be received from Tennessee, there will remain \$1,504,000 required fully to complete the road. Four hundred thousand dollars of this sum can be postponed until after the track is through to Nashville.

The Company have issued bonds, and secured them by mortgage on the road and its equipment, to the amount of \$2,000,000; by the sale of part of which they expect to raise a sufficient sum to make the through connection with Nashville. They have sold 77 mortgage bonds, the proceeds of which are included in the expenditure. They do not expect to sell more than 1,123 more of these mortgage bonds, to obtain the through connection with Nashville, and may not have to sell so many. They expect to realize from the running receipts of the road from \$150,000 to \$200,000, and apply this sum to its construction; and that the sale of the 1,123 more of these bonds will give them ample means to make the through connection, and enable them to use the receipts of the road in paying for the postponed work. They are offering these bonds for sale at eighty cents to the dollar, and accrued interest to the time of sale. The bonds are for \$1,000 each, and bear seven per cent. interest per annum, payable half-yearly. At eighty cents to the dollar, the interest will be $8\frac{3}{4}$ per cent. on the money advanced, and give a premium of twenty-five per cent. when they become due. The bonds are at from $10\frac{1}{2}$ to $18\frac{1}{2}$ years, from the first of July, 1858. The mortgage gives the first lien upon the one hundred and forty miles of the road in the State of Kentucky; also upon the machine shops, depots, and equipment, and operates as a second mortgage upon the forty-five miles of the road in the State of Tennessee, because Tennessee has a first statutory lien on the part of the road in that State for the State aid accepted by the Company, which is \$10,000 per mile, and \$100,000 for the bridge over the Cumberland river. The road, with its equipment, is ample security for the bonds issued to complete it, and will certainly enable the Company to pay the interest and principal punctually as they become due.

The Lebanon branch was constructed by stock subscription, and the sum of \$450,000 borrowed to complete it, and which is secured by a mortgage on the branch. The annual interest on the branch debt is \$29,250. The annual interest on the debt of the main line will be \$60,000, to the city of Louisville, after October, 1859; \$33,000 annually

to the State of Tennessee; and \$84,000 for the interest on 1,200 mortgage bonds, to obtain the through connection. This will make the annual interest and cost of paying it \$207,000. If we add to the main line of 185 miles, the $37\frac{1}{2}$ miles of the Lebanon branch, it gives $222\frac{1}{2}$ miles of road; and if the main line and branch shall yield \$4,000 per mile per annum, and the road shall be operated for fifty per cent. of the receipts, which is more than the present cost of operating it, it will give an annual sum of \$890,000, and a net sum of \$445,000, and a surplus after paying interest of \$238,000. It will be found that some of the Eastern roads have yielded a gross sum of \$8,000 per mile per annum.

It was originally estimated the gross receipts of this road would be \$8,000 per mile per annum. We have now reduced the estimate to \$4,000 per mile, as that is about the gross receipts of the two roads from Louisville to Lexington. It is believed the receipts of the Louisville and Nashville Railroad, and the Lebanon Branch, will yield more per mile per annum than the roads from Louisville to Lexington, and that our estimate of \$4,000 per mile will be more than realized. The interest these bonds will pay, at 80 cents to the dollar, is a full compensation for the use of the money advanced, without taking into consideration the premium of 20 per cent. when the bonds became due. It will be better than bank stocks, since money has become so abundant, and there is so little demand for it, and much better than lending to individuals even at a higher rate of interest, when considered in connection with the hazards of insolvency, and of the plea of usury, whilst it has all the certainty that productive real estate can give. The stock subscription to the main line of this road being \$3,600,000, and paid to the Company mostly in city and county bonds, on some of which interest was paid to the company before their sale, together with the State aid received from Tennessee, and the running receipts has enabled the company to make the expenditure and have the surplus before stated. In estimating the value of the security for their mortgage bonds, the expenditure made, and to be made, from the stock subscriptions, is to be added to the expenditure made, and to be made, out of the running receipts of the road and from the proceeds of the mortgage bonds.—The mortgage will be the only lien on the 140 miles in the State of Kentucky, and the equipment of the road and the second lien on the 45 miles in Tennessee, after the \$550,000 statutory lien to that State.—*Louisville Democrat.*

The Georgia Air Line Railroad.

GAINESVILLE, GA., Sept. 7, 1858.

The surveyors of the "Georgia Air Line Railroad" have reached this place, locating the road. There is considerable interest evinced in this road by the little village of Gainesville, and very naturally too, for it is the first instance of a railroad having been located at this place. Besides this road is a very important one, filling, as it does, a gap in that great line of railroads running from North to South, and saving many miles in the present route. I understand that the prospects of this road are very promising, and it is expected to begin work on it this fall.

It will be of immense value to this country, developing, as it will, the great but hitherto dormant resources and energies of this country and this people.

Nature has particularly blessed this section of country. She has endowed it with a climate unsurpassed by any in the world; we are a hardy race; we have forests of valuable timber; we have great but sadly neglected mining resources; we have fine mineral springs, and in short, we have received all from Nature and nothing from Art.

There was a grand Barbecue here on the 31st of August, for the purpose of getting up stock in this road, which was attended with considerable success. There was 1,500 to 2,000 people present, who were addressed by J. N. Norcross, President of the road, and several other gentlemen.

I have no doubt but this road, when commenced, will go on rapidly to completion. It is intended

to push the work on with a vigor that will astonish the natives. Operations will be commenced all along the line at once, and everything that can be will be done to forward the enterprise.

Yours, respectfully,
—*Chronicle and Sentinel.* FULTON.

Cedar Falls and Minnesota Railroad.

The St. Charles *Intelligencer* of the 9th, contains a full account of the railroad meeting held there on that day. It was largely attended, and elicited much discussion. Among the speakers were Col. R. B. Mason, and L. D. Lampman, Chief Engineer of the Cedar Falls and Minnesota railroad. It was decided to go on with the Cedar Falls and Minnesota road, and it was located from St. Charles to the Minnesota line.

It was also voted, that a committee of two from each county, interested in the road, be raised to confer with the directors in regard to the best mode of procuring subscriptions to the stock.

The *Intelligencer* states that the proceedings "showed that the railroad officers and citizens present, were all fully determined to go to work at once and build the railroad.—Certainly, every one felt greatly encouraged, by what he then and there saw and heard, to believe that the day is not distant when the locomotive's whistle will be heard, and it, with its attendant train of cars loaded with passengers and merchandise, seen rushing through the valley of the upper Cedar River."

Coal Trade.

The *Miners' Journal*, of the 18th, reports as follows of the coal trade:

The quantity sent by railroad this week is 36,092.04; by canal, 42,783; for the week, 78,875.04 tons—which is an increase of 7,215 tons over last week's supply from Schuylkill County.

The demand for coal is a little better than it was last week, for retail, and prices are more firm. As the weather is getting cool, and the season for the closing of the canals is rapidly approaching, the demand ought to be pretty good for the balance of the season, unless the consumption of coal has decreased largely since last year.

The trade sums up this week as follows:

	1857.	1858.
Schuylkill—Railroad	34,221	36,092
Schuylkill—Canal	31,831	42,783
Lehigh—Railroad	11,356	10,015
Lehigh—Canal	32,335	31,583
Delaware and Hudson Co. ...	19,486	25,311
Pennsylvania Coal Company. 27,961		13,063
Scranton, South	8,861	10,441

Total

166,081 169,288

Showing a small increase over the corresponding week last year. We append the aggregate quantity sent to market in 1858, showing the loss and gain from the different regions compared with last year:

	1857.	1858.
Schuylkill—Railroad ...	1,398,193	1,148,855
Schuylkill—Canal	874,985	810,766
Lehigh Valley Railroad. 327,520		339,852
Lehigh Valley Canal ...	628,664	562,701
Delaware and Hudson Co. 297,570		222,244
Pennsylvania Coal Co. ...	416,874	421,865
Scranton, South	236,244	359,185
Scranton, North	152,293	100,550

Total

4,332,843 3,961,026

Add loss from other Anthra. regions 100,000.

The loss in the supply of anthracite so far is about 471,317 tons. This will in all probability be increased to a half million tons before the close of the season. The loss in the supply of semi-anthracite and bituminous coal will be about 100,000 tons—making the deficiency in the supply of these kinds of fuel about 600,000 tons in 1858, which is about $12\frac{1}{2}$ per cent. loss on the supply of 1857.

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par value of \$100.

NAME OF COMPANY.	Length of Road	Capital paid in.	Debt	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	NAME OF COMPANY.	Length of Road	Capital paid in.	Debt	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.
Atlantic & St. Lawrence	149	2,494,900	3,482,000	6,594,829	576,483	0	0	---	Brunswick and Florida, Ga.	30	151,887	463,648	538,649	In progr.	208,771	0	---
Androscoog & Kennebec	55	457,909	1,835,308	2,210,947	159,518	33,868	none	---	South Western	92	1,399,100	441,292	2,269,323	865,214	208,771	0	---
Kennebec & Portland	72	1,107,526	1,763,738	2,871,264	213,255	none	none	---	Tennessee and Alabama	80	309,754	626,899	670,908	53,775	29,406	---	---
Portl., Saco, & Portam'th	51	1,896,400	---	1,896,373	263,717	120,909	0	9 1/2	Tennessee and Mississ.	59	705,328	468,384	1,189,662	113,802	37,210	---	---
Boston, Concord, & Montreal	93	1,809,032	1,104,586	2,843,977	329,767	174,025	16	16	Memphis and Charleston	237	2,228,177	3,496,288	5,572,470	642,022	334,504	---	---
Cheshire	53	2,085,925	899,813	3,179,687	355,629	113,077	5	5	Mobile and Ohio	224	6,784,829	2,066,459	10,701,428	554,382	278,428	---	---
Concord	26	1,500,000	8,242	1,412,576	317,050	125,664	0	4 1/2	Miss. Central	100	1,575,474	926,798	2,503,098	115,679	---	---	---
Northern, N. H.	82	3,068,400	406,286	3,068,400	365,880	136,996	4	4	Southern (Miss.)	82	1,000,000	1,400,000	2,400,000	284,255	150,789	---	---
Concord & Passumpsic Riv.	90	1,000,000	800,000	1,784,146	177,588	73,401	none	---	N.O. Opelousas & G.W.	80	2,800,000	750,000	3,577,525	284,178	127,450	---	---
Butland & Burlington	117	2,233,376	4,158,369	4,575,896	384,125	177,201	none	---	N.O. Jackson & N.	130	4,035,050	1,815,610	3,500,000	189,003	---	---	---
Vt. Central & Vt. & Canada	122	3,550,000	5,283,299	9,755,055	803,328	180,570	none	---	Vickab., Shrevep. & Tex.	20	851,293	4,447	831,521	In progr.	---	---	---
Boston and Lowell	26	1,830,000	438,920	2,412,251	435,363	171,832	6	81	East Tennessee and Ga.	111	1,192,974	1,738,669	2,703,428	227,363	104,992	---	---
Boston and Maine	74	4,076,974	50,000	4,229,281	770,802	305,507	0	94 1/2	Nash. and Chattanooga	43	626,075	1,728,664	3,208,138	61,344	39,062	---	---
Boston and N.Y. Central	74	2,240,300	1,673,589	3,692,144	594,176	245,194	6	8	Covington & Lexington	98	1,334,850	3,065,917	4,901,604	428,408	220,906	---	---
Boston and Providence	43	3,160,000	239,720	3,534,458	594,176	245,194	6	8	Lexington and Frankfort	29	430,055	158,999	658,255	95,807	45,713	---	---
Boston and Worcester	44	4,500,000	599,974	4,843,779	1,019,149	388,518	6	92	Lexington and Danville	13	694,444	71,000	765,500	In progr.	---	---	---
Cape Cod	47	681,690	291,007	1,031,625	122,960	39,809	49 1/2	49 1/2	Louisville and Frankfort	65	741,069	625,210	1,502,095	245,750	109,059	---	---
Connecticut River	50	1,691,110	275,772	1,801,244	267,710	65,006	3	44	Atlantic & Gt. Western	254	866,939	77,204	613,231	In progr.	---	---	---
Eastern, Mass.	60	2,583,400	2,441,873	5,083,607	616,556	272,479	46 1/2	46 1/2	Bellefontaine and Ind.	118	1,874,395	1,315,237	2,998,392	348,552	120,836	---	---
Fitchburg	67	3,540,000	100,000	3,872,821	668,974	250,338	6	87	Clev. Col., and Cincin.	141	4,746,240	90,400	4,782,390	1,449,741	514,740	---	---
N. Bedford and Taunton	21	500,000	none	541,586	168,925	27,827	0	94 1/2	Cleveland and Toledo	200	3,333,712	4,225,568	7,193,016	930,292	433,790	---	---
Old Colly and Fall River	77	3,015,100	260,100	3,362,949	683,357	305,140	6	95	Clev. and Mahoning	65	---	---	628,533	---	---	---	---
Vermont and Mass.	69	2,232,541	1,019,148	3,241,975	240,138	62,267	none	---	Clev. and Pittsburg	133	2,780,744	3,043,992	5,537,466	681,877	309,518	---	---
Western, Mass.	155	5,150,000	5,839,080	10,495,905	2,117,982	899,763	8	104 1/2	Clev. P. & Ashtabula	95	3,000,000	1,495,458	3,955,230	1,251,538	581,454	---	---
Worcester and Nashua	48	1,141,000	205,565	1,351,271	216,888	82,720	4	44	Cin., Hamilt'n & Dayton	60	2,155,800	1,526,092	3,190,316	487,421	260,763	---	---
Providence and Worcester	72	1,510,020	300,000	1,781,048	344,773	155,044	7	82	Cin., Wilm. & Zanesville	131	2,421,176	3,782,400	6,696,210	223,506	30,288	---	---
Hartford and N. Haven	72	2,356,000	944,000	3,624,181	769,065	372,807	10	116	Columbus and Xenia	55	1,490,450	149,000	1,582,475	403,212	181,698	---	---
Hartford, Prov. and Fishkill	122	1,941,340	2,375,274	4,202,516	367,895	166,162	none	---	Dayton, Xen. & Belpre	63	437,888	422,658	860,496	In progr.	---	---	---
Housatonic	74	2,000,000	423,685	2,423,685	318,475	109,344	none	---	Dayton and Michigan	140	1,076,692	393,011	1,185,826	In progr.	---	---	---
Wausau	67	1,031,800	524,244	1,580,723	237,416	114,237	3	---	Dayton and Western	35	310,000	700,481	1,035,173	125,940	65,253	---	---
N. York and N. Haven	62	800,000	2,832,071	6,519,580	354,995	254,569	3	---	Raton and Hamilton	42	469,762	302,669	1,176,163	1140,936	50,008	---	---
N. Haven and N. London	56	738,258	761,462	1,450,318	88,007	30,818	none	---	Little Miami	65	2,981,292	1,266,000	3,925,157	776,442	290,123	---	---
N. London, W. & Palmer	66	510,500	1,052,000	1,603,239	120,571	51,644	none	---	Sandusky, Dayton & Cincin.	171	2,697,000	3,368,000	6,065,090	682,614	---	---	---
Norwich and Worcester	66	1,223,300	724,183	2,598,071	265,417	44,547	---	---	Central Ohio	138	1,626,556	5,191,877	4,421,908	712,213	134,371	---	---
Albany Northern	32	439,005	1,625,098	1,840,696	117,716	9,904	---	---	Pittsb., Ft. Wayne & Chicago	383	6,994,144	7,344,827	11,718,511	1,111,626	662,117	---	---
Black River and Utica	35	643,330	117,859	974,323	In progr.	---	---	---	Pittsb., Mayv. & Cin.	50	371,350	31,000	390,933	---	---	---	---
Buffalo, Corn. and N. Y.	100	1,487,874	1,501,183	2,819,096	172,476	66,333	none	---	Sand'y, Manst. & Newk.	127	1,350,000	2,206,357	3,552,357	328,958	164,479	---	---
Buffalo and N. Y. City	92	798,439	2,537,849	3,401,868	288,392	31,896	none	---	Scioto & Hocking Valley	56	403,975	690,050	888,858	In progr.	---	---	---
Buffalo and St. Line	47	1,300,000	104,000	2,494,346	679,750	355,763	10	---	Spring, Mt. Vernon & P.	113	1,000,000	950,000	---	In progr.	---	---	---
Canandaigua and Elmira	47	434,111	922,393	1,275,796	174,089	69,606	---	---	Tol., Wash. & St. Louis	242	2,965,100	7,577,500	10,542,000	Recently opened.	---	---	---
Canandaigua & Niagara F's	98	1,315,000	2,279,854	3,495,832	In progr.	---	---	---	Cin., Log. and Chicago	255	4,196,679	1,060,126	2,080,433	In progr.	---	---	---
Cayuga & Susquehanna	98	687,000	506,689	1,187,562	135,438	48,649	none	---	Evansville & Crawfordsv.	109	998,001	1,270,872	2,158,713	249,868	124,140	---	---
Hudson River	144	3,758,466	9,250,362	12,737,898	1,902,828	688,880	27	---	Ind. and Cincinnati	88	1,686,809	1,564,584	3,029,989	491,743	245,622	---	---
Lung Island	95	8,000,000	647,193	2,555,939	325,218	56,186	none	17 1/2	Indiana Central	66	612,350	1,261,799	1,909,911	368,189	204,635	---	---
New York Central	556	24,136,661	14,607,510	30,615,815	8,027,251	3,673,736	8	77 1/2	Ind., Clev. & Pittsburg	83	835,791	1,071,694	1,826,425	253,19	85,248	---	---
New York and Erie	404	11,000,000	28,031,463	34,669,324	5,743,607	1,454,032	none	17 1/2	Jeffersonville	60	1,014,252	694,000	1,899,576	222,737	94,318	---	---
New York and Harlem	133	7,717,100	4,822,498	8,758,203	1,040,393	324,891	none	10	Madison and Indianapolis	87	1,647,700	1,336,816	2,056,000	280,214	118,628	---	---
Northern, N. Y.	118	1,633,022	4,036,874	5,470,714	520,155	135,754	none	1	New Albany and Salem	288	2,535,121	5,281,848	6,643,189	645,827	371,402	---	---
Oswego and Syracuse	55	305,150	213,025	752,036	149,373	78,764	8	---	Peru and Indianapolis	73	---	858,314	---	150,000	90,000	---	---
Pottsdam and Watertown	29	467,200	294,139	749,689	In progr.	---	---	---	Terre Haute and Ind.	73	1,361,450	250,126	1,585,809	481,272	206,079	---	---
Rensselaer & Saratoga	25	610,000	140,000	896,423	241,149	82,600	7	---	Chicago and Rock Isl'd	132	5,248,000	1,734,318	6,628,272	1,886,196	850,039	---	---
Saratoga and Whitehall	46	500,000	286,000	719,000	21,089	none	---	---	Chicago, Burl. and Quincy	210	4,631,540	3,852,970	8,042,426	1,505,167	810,767	---	---
Syracuse & Bingham'n	27	437,830	1,678,804	2,272,777	159,484	22,603	none	---	Chic., St. Paul & Ft. Du Lac	178	2,300,000	1,326,000	3,600,000	In progr.	---	---	---
Troy and Boston	97	1,500,000	707,079	1,109,822	156,363	56,184	---	---	Galena and Chicago	269	6,023,800	3,899,015	9,395,455	2,516,766	1,192,042	---	---
Watertown and Rome	67	1,000,000	700,979	2,200,500	215,393	114,632	none	---	Illinois Central	704	6,556,435	20,315,992	25,437,669	2,293,965	666,972	---	---
Belvidere Delaware	94	1,000,000	1,019,000	2,644,000	215,393	114,632	none	---	Peoria and Okawika	181	1,569,889	2,200,000	4,400,000	In progr.	---	---	---
Camden and Amboy	90	3,485,000	1,650,854	1,738,171	117,889	45,542	none	---	Ohio & Miss. (Wat.Div.)	147	1,780,296	3,292,403	4,470,586	Recently opened.	---	---	---
Camden and Atlantic	90	3,485,000	768,344	3,060,017	911,617	324,961	10	125	Terre Haute, Alt. & St. Louis	208	3,011,150	4,125,927	6,726,764	823,707	247,757	---	---
New Jersey	63	2,000,000	3,892,828	6,021,329	682,940	367,193	---	---	Detroit and Milwaukee	185	638,000	1,928,967	1,963,969	Recently opened.	---	---	---
New Jersey Central	63	1,157,805	340,000	1,684,127	237,766	101,542	3 1/2	---	Mich. Central	282	8,057,840	8,366,639	12,847,238	2,248,758	764,935	---	---
Morris and Essex	44	1,637,887	342,564	1,988,317	Recently opened.	---	---	---	Mich. South'n & N. Ind.	475	8,876,400	10,469,69	19,336,084	2,309,487	644,511	---	---
Alleghany Valley	63	1,700,000	1,940,000	3,640,000	219,253	62,450	---	---	Green Bay, Mi. & Ch.	40	1,000,000	780,000	1,780,000	---	---	---	---
Cataw. W. & Erie	62	1,149,400	51,103	1,260,675	188,134	583	---	---	Milwaukee and Miss.	23	3,440,673	4,610,583	8,051,256	882,818	372,691	---	---
Cumberland Valley	170	3,292,772	6,194,561	8,013,761	815,768	41,139	---	---	Milwaukee & Waterl'n	72	564,851	1,310,000	614,238	In progr.	---	---	---
Del. Lack. & Western	20	600,000	150,0														

Railroad Bonds.

NAMES OF COMPANIES. (The following quotations are as interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Alabama and Tennessee River	\$838,000	1st mortgage, convertible	7	1st Jan. 1st July	N.Y.	1872	85	
Buffalo and State Line	600,000	Do. convertible	7	April, October	"	1868	90	95
Bellefontaine and Indiana	600,000	Do. convertible	7	Jan'y, July	"	1868	85	
Do. do.	200,000	Real estate, convertible	7	Jan'y, July	"	1868		
Do. do.	200,000	Income, guar. Cl. Col. & Cin.	7	Feb'y, August	"	1869		
Central Ohio	1,250,000	1st mort. conv. east. sec.	7	Div's	"	1861-64	63	75
Do. do.	800,000	2d do. convertible	7	March, Sept.	"	1865	50	55
Cincinnati, Hamilton, and Dayton	600,000	1st mortgage convertible	7	20 Jan. 20 July	"	1867	83	90
Do. do.	465,000	2d do. do.	7	May, Novemb.	"	1860	70	75
Cincinnati and Marietta	2,500,000	1st mortgage, conv. till 1862	7	Jan'y, July	"	1865		
Cincinnati, Wilmington, and Zanesville	1,800,000	Do. convertible	7	May, Novemb.	"	1862		
Cleveland, Painesville, and Ashtabula	567,000	Do. convertible	7	Feb'y, August	"	1861	90	95
Cleveland and Pittsburgh	800,000	Do. convertible	7	Feb'y, August	"	1860	60	70
Do. do.	1,200,000	Do. on Branches	7	March, Sept.	"	1873	50	55
Cleveland and Toledo	625,000	Do. convertible	7	Feb'y, August	"	1863	75	80
Chicago and Mississippi	800,000	Do. conv. till 1857	7	April, October	"	1862-72		
Do. do.	1,200,000	Do. convertible	7	April, October	"	1862-72	60	
Covington and Lexington	400,000	Do. do.	6	April, October	"	1867	62½	65
Do. do.	1,000,000	2d mortgage, convertible	7	March, Sept.	"	1863	45	47½
Delaware, Lackawanna, and Western	1,500,000	1st mortgage, do.	7	April, October	"	1875	75	80
Florida Freeland	1,000,000	Do. not convertible	7	March, Sept.	"	1891	77	78
Fort Wayne and Chicago	1,250,000	Do. conv. till 1863	7	Jan'y, July	"	1873		72½
Galena and Chicago	2,000,000	Do. convertible	7	Feb'y, August	"	1863	95	96½
Do. do.	2,000,000	2d mortgage, do.	7	May, Novemb.	"	1875	91	91½
Great Western (Illinois)	1,000,000	1st mortgage, do.	7	April, October	"	1868		
Green Bay, Milwaukee, and Chicago	400,000	Do. convertible	8	10 April, 10 Oct.	"	1863	87½	93
Jeffersonville	300,000	Do. 2d sec. inconv.	7	April, October	"	1873		
Indiana Central	600,000	Do. convertible	7	May, Novemb.	"	1866		
Indianapolis and Bellefontaine	450,000	Do. do.	7	Jan'y, July	"	1860-61	70	82½
Indianapolis & Cin't (for Lawb. & U. M.)	600,000	Do. conv. till 1857	7	March, Sept.	"	1866		
La Crosse and Milwaukee	950,000	1st mort. 1st sec. conv. till 1864	8	May, Novemb.	"	1874		
Lake Erie, Wabash, and St. Louis	3,400,000	1st mortgage, conv. till 1869	7	Feb'y, August	"	1865	71	72
Little Miami	1,500,000	Do. inconv.	6	2 May, 2 Nov.	"	1863	80	82
Michigan Central	1,000,000	No mortgage, convertible	6	April, October	Boat.	1860	97	98
Do. do.	600,000	Do. do.	6	March, Sept.	"	1869	93	95
Milwaukee and Mississippi	600,000	1st mort. 1st sec. conv. till 1857	8	Jan'y, July	N.Y.	1862		
Do. do.	650,000	Do. 2d do. 1858	8	April, October	"	1863	83	
Do. do.	1,250,000	Do. 3d do. 1860	8	June, Decemb.	"	1877	75	78
New Albany and Salem	500,000	Do. 1st section	10	April, October	"	1858-62		
Do. do.	2,325,000	Do. oth. sec. con. till 1863	8	May, Novemb.	"	1864-75		
Northern Cross	1,200,000	1st mortgage, convertible	8	Jan'y, July	"	1873		
Ohio and Indiana	1,000,000	Do. do.	7	Feb'y, August	"	1867		
Ohio and Pennsylvania	1,750,000	Do. do.	7	Jan'y, July	"	1865-66		
Do. do.	2,000,000	Income, convertible	7	April, October	"	1872		
Pennsylvania (Central)	5,000,000	1st mortgage, conv. till 1860	6	Jan'y, July	Phila.	1880	99½	99½
Racine and Mississippi	680,000	Do. conv. sink'g'd	8	Feb'y, August	N.Y.	1875		
Scioto and Hocking Valley	300,000	Do. 1st sec. conv.	7	May, Novemb.	"	1861		
Steubenville and Indiana	1,500,000	Do. convertible	7	Jan'y, July	"	1865		
Terre Haute and Indianapolis	600,000	Do. do.	7	March, Sept.	"	1866		
Terre Haute and Alton	1,000,000	Do. do.	7	Feb'y, August	"	1862-77	64	68

NAMES OF COMPANIES. (The following quotations include the accrued interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Baltimore and Ohio	1,128,500	Mortgage	6	Jan'y, July	Balt.	1875	85½	86
Chicago and Rock Island	2,000,000	1st mortgage, conv. till 1859	7	10 Jan. 10 July	N.Y.	1870	95½	96½
Erie Railroad	3,000,000	1st mortgage	7	May, Novemb.	"	1867	98	99
Do. do.	4,000,000	2d mortgage, convertible	7	March, Sept.	"	1859	85	90
Do. do.	6,000,000	3d mortgage	7	March, Sept.	"	1863	76	77½
Do. do.	6,000,000	4th mortgage, not convertible	7	April, October	"	1880	55	56
Do. do.	4,000,000	Not conv. Sink Fund, \$420,000	7	Feb'y, August	"	1875	31	35
Do. do.	4,351,000	Convertible, Inscription	7	Feb'y, August	"	1871	30	31
Do. do.	3,500,000	Convertible	7	Jan'y, July	"	1862	31½	32
Hudson River	4,000,000	1st mortgage, Inscription	7	Feb'y, August	"	1860-70	100	101
Do. do.	2,000,000	2d do. do.	7	16 June, 16 Dec.	"	1860	91	92
Do. do.	3,000,000	3d do. convertible	7	May, Novemb.	"	1870	68	70
Illinois Central	17,000,000	Mortgage, inconvertible	7	April, October	"	1875	91	92
Do. (Free Land)	3,000,000	Mfgs 345,000 acrs—priv. 7 shares	7	March, Sept.	"	1860	50	91
Michigan Southern	1,000,000	1st mortgage, inconvertible	7	May, Novemb.	"	1860	80	90
New York and Harlem	1,800,000	Do. do.	7	May, Novemb.	"	1861-72	84½	85½
New York and New Haven	750,000	No mortgage, do.	7	June, Decemb.	"	1855-60	92½	
New Haven and Hartford	1,000,000	1st mortgage, do.	6	Jan'y, July	"	1873	90	94
Northern Indiana	1,000,000	Do. do.	7	Feb'y, August	"	1861	80	84
Do. Goshen Branch	1,500,000	Do. do.	7	Feb'y, August	"	1863	68	69½
New York Central	8,287,000	No mortgage, do.	6	May, Novemb.	"	1863	90½	91
Do. do.	3,000,000	No m'ge conv. from June 57-59	7	15 June, 15 Dec.	"	1864	101	102
Panama, 1st issue	900,000	Convertible till 1856	7	Jan'y, July	"	1866	113	
Do. 2d do.	1,478,000	Do. till 1855	7	Jan'y, July	"	1866	90	91
Reading	1,573,000	Mortgage, inconvertible	6	Jan'y, July	Phila.	1860		
Do. do.	1,300,000	Do. convertible	6	Jan'y, July	"	1870	92	
Do. do.	3,469,000	Do. inconvertible	6	April, October	"	1866	70½	70½

CITY SECURITIES.			Int't payable.	Off'd Asked.	CITY SECURITIES.			Int't payable.	Off'd Asked.
New York, 6 per ct. 1858-60	{	May,	97½	98	Milwaukee, 7 per ct. coup.	X	Divers	70	70
Do. 5 do. 1870-75		August, and	94	95	New Orleans, 6 per ct. p. R. R.	X	Do.	72½	75
Do. 6 do. 1888		November,	102	102½	N. Orleans, 6 per ct. p. municip.	X	Jan'y, July	80	83
Do. 5 do. 1890-98		Feb'y, August,	90	92	Philadelphia, 6 per ct. 1876-98	X	Jan'y, July	98½	99½
Albany, 6 per ct. coup. 1871-81 X		Jan'y, July	98	100	Pittsburgh, 6 per ct. coup.	X	Divers	50	53
Alleghany, 6 per ct. coup. 1871-81 X		Quarterly	97½	99	Quincy, 6 per ct. coup. 1868 X	X	Jan'y, July	60	70
Baltimore, 6 per ct. 1879-90		April October.	100		Racine, 7 per ct. coup. 1873 X	X	10 Feb'y, Aug	80	80
Boston, 5 per ct. coup. 1879-90		Jan'y, July	98½	97	Rochester, 6 per ct. coup.	X	Divers	90	97½
Brooklyn, 6 per ct. coup. Long X		Do. do.	100	101	St. Louis, 6 per ct. coup. Long X	X	Do.	81	82½
Clev'rd, 7 per ct. p. W. W. 1879 X		Divers	80	80	Do. do. Municipal	X	Do.	84	86½
Cincinnati, 6 per ct. coup. X		Jan'y, July	85	86	Sacramento, 10 per ct. p. 1862-74 X	X	Do.	38	45
Chicago, 6 per ct. coup. 1873-77 X		Jan'y, July	98½	99½	S. Francisco, 7 per ct. p. 1865 pay. N.Y. X	X	May, Novemb.	60	70
Do. 7 per ct. coup. 1880 X		Jan'y, July	100	103	Do. 10 p. ct. p. 1871 X	X	Do. do.	90	94
Detroit, 7 per ct. p. W. W. 1878-78 X		Feb'y, August.	100	102	Do. 10 do. pay. N.Y. X	X	Jan'y, July	59	60
Dubuque, 6 per ct. p. Long X		March, Sept.	100		Do. 6 per ct. pay. N.Y. 1875 X	X	Do. do.	59	60
Jersey City, 6 per ct. p. W. W. 1877 X		Jan'y, July	99	99	Wheeling, 6 per ct. coup. X	X	Divers	80	81½
Louisville, 6 per ct. p. 1880-83 X		Divers	68	69	Do. 6 per ct. p. Mun. 1874 X	X	March, Sept.	80	81½
Memphis, 6 per ct. coup. 1882 X		Jan'y July	64	65	Knoxville, 7 do. X	X	April, October		

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending September 10, 1868.

BONDS.	Per cent. and Interest.
Little Miami, 1st Mort.	68½
Covington and Lexington, 1st Mortgage	68½
Do. do. do.	75
Do. do. 2d do.	75
Do. do. 3d do.	75
Ohio & Miss., E. D., Construction	75
Cinc., Ham. and Dayton, 1st Mortgage	75
Do. do. 2d do.	75
Indianap. & Cincinnati, do. do.	75

STOCKS.

Cincinnati, Hamilton & Dayton	43
Columbus and Xenia	77
Dayton & Western	10
Indianapolis & Cincinnati	40
Little Miami	79
Ohio and Mississippi (E. D.)	3½

By HEWSON & HOLMES.

For the week ending September 16, 1868.

BONDS.	Per cent. and Interest.
\$12,000 Cov. & Lex., 7 per cent. 2d Mort.	45
15,000 Cov. & Lex., 7 per cent. 2d Mort.	46½
8,000 Cov. and Lex., 7 per cent. 3d Mort.	30
6,000 Ohio and Mississippi, 7 per ct. 2d Mort. Constr.	20
4,000 Cin. Ham. & Dayt., 7 per ct. 2d Mort.	74
3,000 Cin. Ham. & Dayt., 7 per ct. 1st Mort.	88
6,000 Little Miami, 6 per ct. 1st Mort.	83½
2,000 Cincinnati, 6 per ct.	81
1,000 Indiana Central, 10 per cent. 2d Mort.	75
2,000 Indianap. & Cin., 2nd Mort. 7 per ct.	75
800 Columbus & Xenia, 7 per cent. Dividend, due in 1862.	80
1,000 Ohio and Miss., 7 per cent. 1st Mortgage	60

STOCKS.

68 Shares Little Miami	79
125 " Indianapolis & Cincinnati	40
60 " Columbus and Xenia	77
10 " Cincinnati, Hamilton and Dayton	45
163 " Ohio and Mississippi	4½

Extract from Marie & Kan's Money Circulars for the European Steamer of Sept. 22nd.

[TRANSLATED.]

NEW YORK, Monday, Sept. 20th, 1868.

Since our last circular of the 14th inst., Railroad Shares have again declined. The heaviest fall was in Chicago and Rock Island, which declined on the 18th inst. to 67, under the rumor that the Company would be compelled to pass the October dividend. This decline has affected the whole market, but has created a greater activity, and henceforth a partial recovery at the close. The new United States Loan of 1874 has declined ½ per cent., under pretty inconsiderable sales. The transactions in State Stocks and Railroad Bonds have been limited, and prices almost stationary. Pacific Mail Steamship Company has risen 6 per cent. Trade generally has an improving tendency, and money is in slightly-improved demand. The last news from Europe was by the Persia of the 19th inst. from Liverpool. State Stocks slightly better; small transactions, except in Virginia, Missouri and Tennessee; Virginia rose 1 per cent.; Missouri ½; California new rose ½; do. old and Tennessee 6s without change; United States 5 per cent., 1874, sold at 103½; do. 1865, at 103. City and County Bonds—Transactions continue to be very limited; we quote some sales of Memphis 6s, guaranteed by the State; Chicago 7s, Sewer Loan and Brooklyn 6s without change in prices. Railroad Bonds have been lucrative, and prices remain almost unchanged; Erie 2d sold at 86; do. 1875 Bonds at 32½; do. 1871 Bonds at 30; do. 1862 Bonds at 32; New York Central 6 per cent. Bonds at 90; do. 7 per cent. Bonds, 1876, at 95; Illinois Central Construction Bonds rose ½; Galena and Chicago 1st mortgage sold at 96; Terre Haute and Alton 2nd mortgage at 43; Michigan Central Sinking Fund at 97; Milwaukee and Mississippi 2nd mortgage at 69; Hannibal and St. Joseph's Bonds at 59; Hudson River 1st mortgage at 101; Lake Erie and Wabash 1st mortgage at 71. Railroad Shares have generally declined. Excepting Reading, Chicago and Rock Island, and New York Central, transactions have been limited. Erie has declined ½; Reading, 1½; New York Central, ½; Michigan Central, 1½; Michigan Southern, ½; do. Preferred, ½; Chicago and Rock Island, 3½; Illinois Central has improved 1 per cent.; Galena and Chicago, ½; Milwaukee and Mississippi, ½; Hudson River, ½; Cleveland and Pittsburgh sold at 7½; Pacific Mail Steamship

rose 54 per cent. Money—The demand has slightly improved, without effecting any noticeable change in rates. We quote Loans on call, 34 to 5 per cent.; first-class paper, 4a6; names less known, 7 per cent.; Treasury Notes, 44 per cent., at par. Exchanges firm. Transactions pretty considerable. London, 1094110; Paris, 5.1845.114. MARIE & KANZ.

Extract from De Coppet & Co.'s Money Circular for the European Steamer of September 22d.

[TRANSLATED.]

New York, Monday, Sept. 20th, 1858.

The decline in Railroad Shares, noticed in our circular of the 14th inst., progressed during the two following days, and resulted in an increase of business, followed by a partial recovery of prices. At the close, however, the market is again drooping. Quotations for State Stocks, with one or two exceptions, have slightly improved. There is very little movement in the greater part of Securities which are not dealt in on the Stock Exchange, such as Bonds of cities and counties not widely known, and the majority of Railroad Bonds. Our quotations, therefore, for the same are necessarily often merely nominal. State Stocks—Missouri 6s have risen 1/4; Tennessee 6s, 1/8; Virginia 6s, 3/4; California 7s, both old and new, 1/4 per cent. Sales of North Carolina 6s at 94 1/2, 1 per cent. decline, and of Ohio 6s of 1860 at 101 1/2. The new Government Loan has receded to 103 1/4. City and County Bonds—Transactions have been restricted to Brooklyn 6s, which have advanced 1/2 per cent., and to a few Detroit Water Loan 7s, Memphis 6s, guaranteed by State of Tennessee, and St. Louis County 7s, without essential change of prices. Railroad Bonds—There has been but a moderate business done in these. Illinois Central Construction 7s have risen 3/8; do. Freeland Bonds, 2 per cent. Sales of Michigan Central 6s at 97; Erie Second Mortgage 86; Erie Convertible, of 1871, at 30; Erie, 1875, Sinking Fund, at 32 1/2; Hannibal and St. Joseph 7s, 59; Michigan Southern Sinking Fund at 70; and of Milwaukee and Mississippi Second Mortgage 10s at 60. Railroad Shares have been active; prices, with few exceptions, are lower. The decline is 1 per cent. on New York Central, 3/4 on Chicago and Rock Island, 1 1/4 on Reading, 1 1/2 on Cleveland and Toledo, 3/4 on Erie, 2 on Michigan Central, 1/2 on Michigan Southern. There have been heavy dealings in the three first-named. Galena and Chicago Shares have risen 1/4, Illinois Central 3/4, and Milwaukee and Mississippi 3/8 per cent. Money continues extremely abundant, and rates are without change. Exchange on Europe—The market is stiffer. The bulk of business on London has been done at 109 3/4 to 110, and on Paris at 5.12 to 5.11 1/4. DE COPPET & CO.

Pennsylvania Iron Manufacture.

In Pennsylvania alone, there was produced last year, nearly 450,000 tons of pig iron; of manufactured iron, 227,837 tons. The entire production last year was 1,000,000 tons, while the consumption was only 1,386,000 tons, a fact in itself which, to a great extent, accounts for the unusually small demand from England. The iron manufactured in the States, in 1856, was as much as it was in England 35 years ago. In Pennsylvania alone, there are employed 40,000 persons taking the furnaces, mills and forges.

Chinese Railway Signals.

The "Civil Engineer" contains an account given by Capt. Norton of some methods of establishing communications between the guard of a railway train and the engine-driver, one of which he exhibited that had been brought from China, and used there as a signal for different purposes. It consists of a metal whistle fixed to a short stick, which when thrown through the air makes a shrill sound. The faster it is propelled the louder the noise; and Capt. Norton says that the most effective way of using it for railway signals is to push the stick into the barrel of a pistol charged with gunpowder, and to fire it over the engine-driver's head. In this manner he had on several occasions tried its

efficacy; for, when the train was going at full speed, he had sent the whistle whistling through the air and obtained an immediate response from the steam-whistle.

American Railroad Journal.

Saturday, September 25, 1858.

Delaware, Lackawanna and Western R. R.

The partial statement of the affairs of this Company, given in another column, is to be taken, we suppose, as such an exhibit as this important concern considers it proper to make to the public. Its meagerness is so palpable as scarcely to require mention. Compared with the portly statements heretofore issuing from the same source, it is a mere skeleton of a report, with the majority of its more important portions missing.

The last report, presented in January, 1857, made the bonded debt of the Company \$4,508,500, and the floating debt \$1,143,383 50. Total indebtedness, \$5,651,883 50.

The present condition is:

Bonded Debt.....	\$6,209,846 31
Floating ".....	951,980 07

Total indebtedness.....\$7,161,826 38
—an increase of indebtedness, in one year and a half—the road being completed and in full operation all the while—of \$1,509,942.88.

The net profits for six months are stated at \$327,920.18 at the same rate; the yearly profits would amount to \$654,040.36. The amount consumed in interest, rents, &c., during fractional portions of the year 1856, was \$523,425.10. With an increase of more than \$1,500,000 indebtedness, it is not easy to tell how the increased interest is to be met by the future operations of the road. The statement, however, is so very meagre that it leaves room for the suggestion that a fuller and more elaborate report may render what is now so difficult of perception, plain and satisfactory.

Baltimore and Ohio Railroad.

We noticed, some time since, the resignation of several of the city directors of the Baltimore and Ohio Railroad. The reasons which led to that step have been communicated to the City Council of Baltimore, at whose request the resignations have been withdrawn. We give below a summary of the reasons assigned by Mr. J. Irwin Smith and J. B. Brinkley for their resignation. They state that the city was induced to subscribe to the stock of the Company in the hope of increasing its trade, receiving regular dividends, and encouraging the agricultural, mineral and manufacturing interests of the State. They believe that the anticipated advantage has been rendered comparatively small for the following reasons:—

1st. Practical discriminations against Baltimore have existed. Goods have been shipped to New York from the West at the same rates as to Baltimore, and from East to West far less.

2nd. Proper efforts have not been made to secure the shortest line from the seaboard to the West, in consequence of parties being interested in Parkersburg.

3rd. The course pursued in relation to freights over the Central Ohio Railroad, and by water, has not conduced to the interest of the Company.

4th. The local rates are comparatively so high

as to discourage manufacturing, etc., on the line of the road.

5th. Injudicious economy has been exercised in regard to the repairs of the road. On this point, they say:

"If our views are incorrect, and the retrenchment inaugurated some months since, which, it was stated, by a leading stockholder director, would be a saving of \$50,000 per month, with due regard to the effective condition of the road and its machinery, it places the present management of the road in the unpleasant position of having by their own showing, during the period of their administration, to that time—some twenty-six months—wasted, in useless extravagance, \$1,300,000 of the money belonging to the city, State and private stockholders, (which we cannot believe,) and that too when in each of their reports, they congratulate the stockholders upon the 'improved and rigid economy,' and upon 'the grand features of spending less and earning more,' to which they have given their 'decided and cordial sanction.'

After citing instances of what they consider improper and wasteful management, they say:—

"Under these circumstances, with your representatives apparently viewed rather as 'interlopers' than equals in management of the road, and finding that our motives were impugned, our acts misrepresented, and that we were utterly powerless to accomplish anything for the benefit of the city, we determined to resign."

Railroad Supplies.

The increase of our railroad system demands a proportionate increase in the facilities required by their managers for obtaining the requisite supplies both for the construction and operating of their lines. Establishments devoted to this business may now be found in almost every large city. New York is peculiarly favored in this respect. The advantages of them are becoming daily more and more apparent. Many of our railroad managers, aside from the master mechanic or master of machinery, are incompetent to distinguish between a good article or one of an inferior quality. Dealers in railroad supplies should be qualified for this purpose. They should be competent to judge of the quality of every article required for railroad purposes, and at the same time of the soundness, and ability to pay, of the buyer. They thus stand between the purchaser and the manufacturer, ensuring to the one a perfect article, and to the other a prompt return.

The most recent establishment of this kind which has been presented to our immediate notice, and which will be found advertised in our columns, is that of JAMES W. Low, Esq., No. 9 South William street, in this city. Mr. Low was a member of the late firm of "Tallman & Low," and as such must have enjoyed great facilities for acquiring that knowledge which is so indispensable to the successful prosecution of the business in which he is engaged.

Mr. Low has compiled, mostly from official data, and has recently issued in pamphlet form, a work of some 150 pages, containing a list of the officers and directors of the various roads, and their residences; the length of each road and its termini; its capital, cost, indebtedness, etc. This work he is advertising for sale at the very low price of 50c. and 65c. That it meets with the approbation of the companies, we have seen abundant evidence. We trust he will be still further favored by being entrusted with some portion of their business, which we have no doubt he will transact to their entire satisfaction.

Railroad Rates to the West.

As the upshot of some dozen "conventions" for the regulation of the through railroad tariff from the Atlantic to the West, over the four principal lines, we give below a synopsis of the agreement of the representatives of those roads, adopted at Philadelphia on the 18th inst. It requires only a formal assent on the part of one of the companies to go into operation.

With this, we trust we shall have an end of the petty squabbles in which these roads have indulged, one effect of which can be seen in the great decrease of earnings on them as compared with last year. We hardly expect any greater obedience to this agreement than to any of the previous ones; but if there are to be any more "Conventions," we hope they will not be thrust into the face of the public.

ARTICLE No. 1. Prohibits the employment of runners or agents to solicit passengers.

No. 2. No company to influence traffic through its officers or agents.

No. 3. No company to employ freight agents at the West, except at Lake and river ports, nor at any other points not at their respective lines, except at Boston, New York, Philadelphia and Baltimore.

No. 4. Relates to freight rates, as per schedule A.

No. 5. No new bills as to trains, fares, or freights, except such as shall be posted in suitable places, to be used by either company.

No. 6. Classification of freight in four classes. [This is the printed classification of one of the two New York companies, and was adopted without alteration.]

No. 7. Each party to protect the other from any departure from the established classifications, by Express or Transportation Companies or associations.

No. 8. The rates of charges and freights to all common points being hereby determined, no discrimination shall be made in violation thereof. And if any discrimination be made by any one of the four companies, then this agreement is to be dissolved.

No. 9. Rate for trains of live stock to be uniform to and from all common points.

No. 10. [We give this section in full, because it relates to *free passes*.]

"No free passes shall hereafter be issued by either of the parties hereto, except to the employees of each road, and to drovers in charge of stock or stock trains eastward, without the previous assent of all the parties hereto in writing. Drovers' passes shall be limited to one pass for one or two car loads of stock; two passes for not less than three or four car loads; three passes for not less than six car loads; and drovers returning shall be allowed passes on their return trips."

No. 11. Relates to passenger fares to common points.

No. 12. How differences of interpretation of the articles of agreement may be adjusted.

No. 13. No drawbacks to be allowed by Express Freight Companies, or other carrying parties.

No. 14. Provides for the appointment of an umpire.

No. 15. Refers to water and freight lines.

No. 16. All barrel freight, except flour, to be carried by actual weight.

No. 17. About rail and river rates between the Baltimore and Ohio and the Pennsylvania Railroad Companies.

No. 18. "If at any time the local rates of either of the four lines, joined to water rates, shall reduce the through rates to any point, the competing routes shall have the right to reduce the through rates to such point, so as to leave only the agreed difference between water and rail and all rail rates."

No. 19. Agreement to submit to the respective Boards of the parties thereto, to be ratified on or

before September 20th, inst., and to take effect within five days after ratification by all the parties.

No. 20. Either party on fifteen days' notice may elect to terminate the agreement; but no party can withdraw from any part or article, without abrogating the whole agreement.

No. 21. Either party may call a meeting of the four lines at any time, on giving forty-eight hours' actual notice, for the purpose of applying for a revision; such meeting to be held in New York.

We subjoin the official copy of schedule "A," referred to in article four, containing the tariff of freight rates per one hundred pounds, between New York and points West.

CLASSES.				
From New York to—	I.	II.	III.	IV.
Cleveland....Water...	80	60	50	35
Do. ....Rail.....	90	68	55	40
Cincinnati....Water...	110	80	65	50
Do. ....Rail.....	120	88	77	55
Louisville....Water...	120	90	75	55
Do. ....Rail.....	135	102	83	63
St. Louis....Water...	145	120	100	70
Do. ....Rail.....	170	135	110	80
Alton.....Five cents less than to St. Louis.				
Cairo.....Water...	145	120	100	70
Do. ....Rail.....	175	140	115	85
Indianapolis..Water...	115	85	70	53
Do. ....Rail.....	125	93	75	58
Evansville....Same as St. Louis.				
Vincennes....Water...	145	112	95	65
Do. ....Rail.....	155	120	100	70
Columbus....Water...	105	75	60	48
Do. ....Rail.....	115	83	65	53
Dayton.....	Same as Cincinnati.			
Piqua.....				
Xenia.....				
Toledo.....Water...	80	60	50	35
Do. ....Rail.....	104	79	64	48
Chicago.....Water...	142	105	95	70
Do. ....Rail.....	155	116	100	76
Fort Wayne...Water...	103	80	66	47
Do; ....Rail.....	127	99	84	60

American Institute Fair.

The 30th Annual Fair of the American Institute opened at the Crystal Palace on the evening of the 21st. The display is not quite as large as usual. The mechanical department is well supplied. We shall give details of the exhibition in future numbers of the JOURNAL.

Railroad Earnings.

The receipts of the Michigan Central Railroad in August were:

	1858.	1857.
Passengers.....	\$89,060 99	\$126,839 08
Freight.....	81,001 09	88,219 12
Miscellaneous.....	5,998 74	6,295 78
Total.....	\$176,060 82	\$221,353 98

The following statement shows the business of the Reading Railroad during the month of August, and since Jan'y 1st, this year and last:

	1858.	1857.
Received from coal....	\$190,171 06	\$288,418 01
Do. merch'n-dise....	27,197 70	27,156 44
Do. travel...	29,798 07	32,971 89
	\$274,068 82	\$298,546 34
Transportation, road-way, dumptage, renewal Fund, and all charges.....	122,362 85	136,870 82
Net profit for 6 months.	\$124,205 97	\$161,675 52
Do. for previous 8 mos.	646,540 50	957,072 83
Total net profit for 9 months.....	\$770,746 47	\$1,118,748 35

The following are the receipts on the Morris Canal for the week and season to 11th inst., as compared with corresponding time last year:

Total to September 5, 1857.....	\$199,837 96
Week ending September 12, 1857....	9,106 61
	\$208,944 57

Total to Sept. 4, 1858....	\$163,309 47
Week ending Sept. 11, '58,	9,937 06
	173,246 53

Decrease in 1858.....\$35,698 04

The earnings of the Central Railroad Company of New Jersey, for August, were:—

1858.....	\$77,845 30
1857.....	62,644 89

Increase, (24 per cent.).....\$15,200 41

The following statement shows the business of the Ohio and Mississippi Railroad for the month of August:

	1858.	1857.
Passenger earnings....	\$83,635 32	\$91,108 13
Freight do.	58,500 50	35,865 19
Total.....	\$142,135 82	\$126,270 06
	126,270 06	

Increase.....\$15,270 63

The above figures cover the receipts of the entire road from Cincinnati to St. Louis, the amount being divided between the two divisions, in the proportion of 58 for the Eastern and 42 for the Western.

The business of the Pennsylvania Central Railroad has been as follows:

Pennsylvania Railroad, September 1st.

	Gross Earn's.	Expenses.	Net Earn's.
Aug., 1858..	\$432,229 19	240,488 84	191,740 75
Aug., 1857..	463,911 48	280,503 86	183,402 62

Increase ..	\$31,682 29	\$40,020 42	\$8,838 13
Decrease ..			

Gross Earnings. Expenses.

Jan'y 1, to Sept. 1,			
1858.....	\$3,418,378 08	\$1,967,947 54	
Same period last y'r	3,444,920 74	2,204,364 58	

Decrease.....\$26,542 66

Jan'y 1, to Sept. 1, 1858.....	\$1,450,430 54		
Do. 1857.....	1,240,556 16		

Increase.....\$209,874 38

	Gross Earn's.	Expenses.	Net Earn's.
Aug., 1858..	\$19,220 92	\$15,794 76	\$3,425 16
Aug., 1857..	27,522 35	14,690 41	12,831 94

Increase....	\$1,104 35		
Decrease ..	\$8,301 43		\$9,405 78

Jan'y 1, to Sept. 1,			
1858....	\$103,929 60	\$81,054 31	\$22,874 79
Net earnings of the Canal from Aug. 1,			
1857, to Jan'y 1, 1858.....	\$19,243 40		
Do. from Jan'y 1, 1858, to Sept. 1, '58.	22,874 79		

Net earnings of the Canal from August 1, 1857, to September 1, 1858.....\$42,118 19

The official earnings of the Galena and Chicago road for August are \$122,350 76; the estimate was \$115,200.

The earnings of the Terre Haute and Alton road for the first week of September were \$17,888 57.

The receipts of the Stonington Railroad in August, 1858, were \$21,617 82; August, 1857, \$23,902 49; decrease, 2,285 17.

The earnings of the Little Miami road in August were \$118,533, against \$96,000 last year.

The following is a statement of the earnings of the New York Central railroad for the month of August, 1858, compared with its earnings for the corresponding month of the previous year:

1858	\$548,109 10
1857	668,085 87

Decrease \$119,976 77

The earnings of the Erie railroad for the month of August, were—

1858	\$375,253 04
1857	530,626 42

Decrease \$155,373 38

The following is a comparative statement of earnings and expenses, for August, 1857 and 1858, of the Buffalo and State Line Railroad Company:

EARNINGS.			
Passengers.	Freight.	Other Sources.	Total.
1857. \$42,203 09	\$24,229 64	\$1,150	\$67,582 73
1858. 40,990 27	29,790 31	1,150	71,930 58
Increase	\$5,560 67	....	\$4,847 85
Decr. \$1,212 82	....	....	....
EXPENSES.			
Construction.	Maintaining road.	Repairing machinery.	Total.
1857. \$5,360 20	\$22,954 10	\$7,210 93	
1858. 2,425 01	28,641 55	3,923 09	
Increase ..	\$5,687 45	....	....
Decrease \$2,935 19	....	....	\$3,287 84
Operating.			
Construction.	Maintaining road.	Repairing machinery.	Total.
1857	\$20,335 16	\$55,861 39	
1858	13,052 73	48,042 38	
Decrease	\$7,283 43	\$7,819 01	

Steam in Cities.

The Common Council of this city, in compliance with the petition of a large number of leading citizens, have rescinded the ordinance restricting the use of steam below 42nd street on the Harlem Railroad. The Aldermen have been served with an injunction restraining them from concurring with the Common Council. The case is likely to appear again in the Courts, on its merits.

Hudson River Bridge.

During the past week, a case of great magnitude has been argued before the Circuit Court of the United States, involving questions of peculiar importance to the commerce of the country. A charter having been granted by the Legislature of New York for the construction of a bridge across the Hudson River at Albany, certain parties in Troy—a town above Albany on the navigable waters of the Hudson—have applied for an injunction restraining any persons from constructing such a bridge.

As the great bulk of railroad traffic between the New England States and the West centres at that point, the question is which is the more important, in view of the great commercial interests of the country—the navigation of the Hudson above Albany, or the uninterrupted passage of passengers and freight across that great river? The ablest counsel are employed on each side—and the Court will doubtless give that attention to the case which its magnitude demands. As soon as the case is decided, we shall give an abstract of the opinion in the legal department of the JOURNAL.

Railroad Sleepers.

We invite attention to the advertisement of JULIUS THOMPSON, Esq., manager of "The New Brunswick and Canada Railway and Land Company," which will be found in another column. We have not the particulars as to the sizes and prices of the ties offered for sale. These may be obtained by addressing the authorized agents in Boston, Messrs. WILLIAMS & PAGE, 44 Water st.; or Messrs. A. BRIDGES & Co., 64 Courtlandt street, New York. Mr. Thompson has taken the right step in the outset, viz: by appointing as his agents well known business men of character and standing in the community, whose opinions are highly prized, and whose promises are strictly adhered to.

The Company are in possession of a grant of wilderness land donated to them by the Crown, five miles in width on each side of their road. This land abounds in cedar and hachmatac timber. The southern terminus of the road is at St. Andrews, New Brunswick, on Passamaquoddy Bay, near the mouth of the St. Croix River. Sixty-five miles of the road are nearly completed. Some twenty-five miles more, to Woodstock, on the St. John River, is in progress. The road will eventually be continued to a junction with the Grand Trunk Railroad at Trois Pistoles, one hundred miles below Quebec.

Messrs. JESUP & Co., having associated with them Mr. Gilead A. Smith, are now prepared, in addition to their ordinary business, to attend to the purchase and sale of stocks, bonds and other securities, at the Board of brokers or by private negotiation. Their office is at 44 Exchange Place, New York.

Hudson River Railroad.

At the annual meeting of the stockholders of the Hudson River Railroad Company, held at Albany, on the 22nd inst., Erastus Corning, Dean Richmond, Chester W. Chapin, Samuel Sloan, Wm. H. Swift, John L. Schoolcraft, Elisha M. Gilbert, Sidney T. Fairchild, and Henry H. Martin, were elected Directors, and Chauncey Vibbard, John Trotter and Palmer V. Kellogg, Inspectors of the next election.

N. E. and S. W. Alabama Railroad.

President Hale has returned from his trip to the Chatanooga end of the line, and reports in brief as follows:

Sixty-seven and a half miles have been let out to contract, including grading, culverting, &c., with means provided to pay for the same. The distance covers all the heavy work on the upper end of the line, and comes some distance down into the light work. The work is going on vigorously and is as well done as any in the country. The people are in fine spirits, and express themselves as well pleased with the line. All have the most perfect confidence in the early completion of this road, and look forward to it with great expectation.—*Evans Whig*.

Southern Minnesota Railroad.

This road, which will be one of great importance to St. Paul, is in course of grading, and will be completed from Mendota to Belle Plaine this fall. The company, who display much energy, have contracted to have the cars running from St. Paul to Belle Plaine, by the 1st of January, 1860—they are in hopes to have the cars in operation by the 1st of October.

In point of importance to St. Paul, the Southern Minnesota road has no equals. When completed, it will open a magnificent country, whose resources

will find their way to our markets, and in return cars will carry back the goods of our merchants, and the thousands of emigrants who visit our State in search of homes for their wives and little ones.—*Minnesota Times*.

Huntington and Broad Top Mountain R. R.

The meeting of stockholders of the Huntington and Broad Top Mountain Railroad Company, which was called for the purpose of accepting or rejecting an Act of the Assembly, passed at the last session of the Legislature, which authorizes the issue of preferred stock, was held at the Philadelphia Exchange on the 15th. The Directors of the Company made a report on the condition of the Corporation, by which it appeared that the debt yet unprovided for amounts to a trifle less than \$500,000. The announcement was made to the stockholders that the President of the Company had resigned his position, his resignation having been placed in the hands of the Directors to take effect so soon as a successor should be selected.

The company owns about forty miles of single track road, including all its branches, and its debt, stock and bonds, is about four times as much as its property is worth. Its bonded debt is a million of dollars, and its stock about as much more, nearly half of which was issued by the Company at fifty per cent. below its par value. As before stated, its floating debt is nearly half a million.—*Philadelphia News*.

The Chinese Treaty.

We give below, from the *Friend of China*, an abstract of the Treaty recently formed between the United States and China. Although conferring limited rights, compared with those accorded by commercial nations, it may justly be regarded as the first step toward that free intercourse which must ere long open China to those great heralds of civilization—the printing press and the steam engine.

We have received from a confidential and reliable source the following memoranda of the provisions of the new American treaty, which was signed on the 18th of June at Tien-sin by His Excellency Mr. REED and KWEILIANG and HWA-SHANA. We publish only the items of most interest, omitting none of the new provisions. The treaty comprises twenty-nine articles, some of which repeat the stipulations of the old treaty.

Art. 1. Provides for general peace, and a stipulation for the good offices of the United States in case of difficulty with other Powers.

Art. 2. Provides for the deposit and record of the treaty at Pekin and Washington.

Art. 3. The official publication of the treaty at Pekin and in the provinces by Imperial authority.

Art. 4. Direct correspondence (with obligation to acknowledge and answer) of the Minister of the United States with the Privy Council or Prime Minister at Pekin.

Art. 5. Right of annual visit and sojourn, at his own pleasure as to time, of the United States Minister at Pekin; journey either to be by the Peiho, or overland from Shanghai, and to be provided for by the Chinese Government, as well as with an official residence at the capital. His suit not to consist of more than twenty, exclusive of Chinese attendants. His official intercourse to be with the Privy Council, or one of its members deputed for that purpose.

Art. 6. Permanent residence at Pekin, if the same privilege is conceded to other Powers.

Art. 7. Equality of rank in official correspondence.

Art. 8. Interviews of Ministers with Governor-General, Governors, etc., always to be at official residences; interviews never to be denied.

Art. 9. Interviews on terms of equality of naval commanders with officials of highest rank. Suppression of piracy.

Art. 13. Right to lease property without any

intervention of officials. Designation of open ports, new ones being Swatow and Taiwan, in Formosa, and any other granted to English, French, or Russians. Clandestine and contraband trade prohibited. Opium to be prohibited or allowed, according to Chinese law.

Art. 14. The United States never to pay higher duties than the "most favored nations."

Art. 15. Tonnage duties not higher than imposed on the most favored nation; double tonnage dues abolished. Prospective application of tonnage dues to beacons, lighthouses, etc.

Art. 16. Regulation of pilots.

Art. 20. Time of paying duties; to be paid in advance of foreign money; Consuls not to give up papers before duties are paid.

Art. 24. Immunity of national flag and obligation of neutrality.

Art. 25. Apprehension of mutineers and deserters, and punishment of criminals.

Art. 26. Exclusive jurisdiction of United States authorities over rights and intercourse of its citizens.

Art. 27. Mutual appeals to public officers with complaints.

Art. 28. Recognition and absolute toleration of Christianity and protection of Chinese converts.

Art. 29. Comprehensive provision that all rights, privileges, and powers granted to any nation, its merchants and subjects, whether political, mercantile or otherwise, and not conferred by this treaty on the United States, shall at once inure to the benefit of the United States, its public functionaries, merchants, or citizens.

The treaty is to be ratified within one year by the United States and by Emperor forthwith. The claims for pecuniary indemnity, either for English, American or French losses, neither admitted or denied, but referred to Canton. Permanent legation of the United States Minister, after settlement of pending question at Canton, understood to be hereafter at Shanghai.

A fine large map has been submitted to our inspection from the burin of Mr. S. Siebert, Engraver and Lithographer, of this city, of the territory between the Mississippi and the Pacific ocean, in which those portions of the possessions of the United States in Utah, New Mexico, and California that have been minutely surveyed under governmental auspices by officers of the Topographical Engineer Corps are as minutely set down. The compilation of this map—and a most arduous work it was—was performed by Lieut. Warren, an accomplished young officer of the said corps, under the direction of Capt. A. A. Humphreys. This map is, in fact, the original from which the reduced map accompanying Major Emory's report was copied—a circumstance sufficient in itself to indicate the degree of confidence reposed in it by the Topographical Bureau and the War Department generally. Much area, however, requires to be explored, surveyed, and filled in before we shall be furnished with a complete topographical picture of the diversified and vast region over which the flag of the Union waves in supreme dominion.—*National Intelligencer*.

St. Croix and Superior Railroad.

The *Madison Journal* says:

We learn that the Governor has not thought himself at liberty to give the St. Croix and Superior Railroad Company such a certificate as was asked for; but, on receiving official assurance of the position of the President of that Company, he has given the following certificate:

EXECUTIVE OFFICE, Madison, Sept. 5, 1858.

I hereby certify that John Lockwood, Esq., President of the St. Croix and Lake Superior R. R. Co., has reported to me the location and designation of a route and line of a railroad from St. Croix Lake or river, to the west end of Lake Superior and to Bayfield, as appears by two maps or plats of such road, the one filed in my office on the 4th day of February, A. D. 1858, copies of which

have been deposited in the office of the General Land office, at Washington, D. C. In testimony whereof, &c.,

ALEX. W. RANDALL.

Public Debt of Massachusetts.		Jan'y 1, 1855.	Jan'y 1, 1856.	Jan'y 1, 1857.	Jan'y 1, 1858.
Funded State Debt.....		\$635,000	\$769,000	\$1,139,000	\$1,314,000
Temporary Loan.....		384,937	662,837	397,000	306,500
Money not called for.....		8,125	15,825	17,125	18,955
Total debt for which the State is originally liable.....		\$1,068,062	\$1,447,162	\$1,553,125	\$1,639,455
Script loaned to sundry railroad corporations for which they are originally liable.....	5,049,555		5,049,555	5,049,555	*4,949,555
Script issued for Western R. R. shares, covered by a sink g. f. of greater amt.,	995,000		995,000	995,000	+
Nominal public debt of all sorts.....	\$7,102,167		\$7,494,717	\$7,597,680	\$6,589,010

Hartford and New Haven Railroad.

The annual meeting of the stockholders of the Hartford and New Haven Railroad Company was held at Hartford on the 14th inst.

Income for the year ending August 31, 1858.	
From passengers.....	\$371,906 62
" freight.....	215,557 06
" mails, rents and express.....	40,781 57
	\$628,845 25

Expenditures for operating and repairs of road and general expenses. 306,854 91

Total.....	\$321,990 34
Deduct interest paid on bonds.....	56,545 21

Net earnings.....\$264,845 13

The whole number of passengers transported during the year was 462,534, being 83,303 less than in the previous year. As the year just ended includes the entire period of general depression in business, a large decrease in the receipts from those of the preceding year is exhibited, viz:

In receipts from passengers.....	\$83,128 03
Do. freight.....	59,105 88

The total ordinary expenses of operating and keeping in repair the road and equipment, are less than in the previous term by the sum of \$65,952 76, which reduction has been in about equal proportions in the several branches of expenditure. The capital stock paid in is \$2,350,000.

The Directors for the ensuing year are: Charles F. Pond and Julius Catlin, of Hartford; Cornelius Vanderbilt and John A. Robinson, of New York;

Thomas R. Trowbridge, of New Haven; Chester W. Chapin, of Springfield; James S. Brooks, of Meriden; A. G. Hazard, of Enfield, and Samuel H. Parsons, of Middletown. The last two are new members, elected in place of Messrs. Burrall and Jarvis, who declined a re-election. A dividend of 5 per cent. will be paid October 1st.

Chicago and Rock Island Railroad.

The annual statement of the Chicago and Rock Island Railroad is nearly ready. We gather from it the following figures giving the result of the traffic of the year ending 1st July last, showing net earnings equal to about 7 per cent. on the capital stock. The current year thus far does not show an equally favorable result, July and August showing largely decreased earnings as compared with those months in 1857:

Gross earnings of year ending July 1st, 1858.....	\$1,407,845 72
Operating expenses.....	778,816 75

Total.....	\$629,028 97
Interests on bonds.....	\$99,715
Rent of Bureau Valley Road.....	125,000
	224,715 00

Net earnings.....\$404,313 97

The income account stands as follows:

Dr.	
Interest.....	\$99,715 00
Rent of Bureau Valley Road.....	125,000 00
Operating expenses.....	778,816 75
Balance to credit.....	537,453 57
Total.....	\$1,540,985 12

Cr.	
Balance July 1, 1857.....	\$133,139 48
Gross earnings of 1857-'8.....	1,407,845 72
Total.....	\$1,540,985 12

The capital stock is \$5,603,000, and bonded debt \$1,397,000, together \$7,000,000. The Company has no floating debt. The assets of the Company, representing the balance of the Income account, etc., are:

Due from Bridge Company.....	\$161,380 00
Chicago and Rock Island stock.....	101,500 00
Fuel and materials paid for.....	285,777 00
Due for freight, etc., and cash in the hands of agents.....	150,299 96
Cash in Bank.....	49,884 45
Total.....	\$748,791 41

The balance to the credit of Income account is \$537,483 37. Since the previous statement fifty-five bonds have been converted into stock.

Another Bridge Across the Mississippi.

We learn from the *St. Paul Times* that the Minneapolis and Cedar Valley Railroad Company contemplate the erection of a bridge across the Mississippi, at Fort Snelling, which, when finished, will be one of the longest and finest structures on the American continent, and probably in the world. It will be three thousand seven hundred and eighty-six feet in length, with a span of one hundred and eighty feet from centre to centre of the piers, and ninety-seven feet above high water mark, and will have an elevation of grade twelve feet higher at one end than at the other. The piers on which this immense structure will rest are to be built of stone obtained from the quarries near at hand, and will be walls of solid masonry, so firm and enduring that no rise in the river below will ever disturb the immense structure which rests above. It will be a truss bridge, with a double track passing over the top for the cars, while in the truss trunk will be a wagon road connecting Fort Snelling and Mendota. The estimated cost of this leviathan structure is near half a million of dollars, and we have every reason to

believe that the work will be commenced early next spring, and pushed vigorously through until completion.

Custom House Returns of France.

The Custom House returns for June and the first half of the present year, published in the *Paris Moniteur* of July 26, show a light but gradual improvement in trade. The increase on the total amount of import duties is upwards of 2,250,000f. over the corresponding month last year, and about 3,000,000f. over the receipts of June, 1856. This is accounted for by an augmentation in the quality of French colonial sugar which entered the country, with a corresponding increase in the amount of duties over 1857 and 1856. The re-imposition of the protective duty upon foreign spirits last December results in a loss to the revenue equal to nearly 3,500,000f. for the half year, and of nearly three-quarters of a million for the month, as compared with the corresponding periods of 1857. It is not in this respect only that protection has acted injuriously upon revenue. Statements have been made by the prohibitionists, more particularly the ironmasters, that, during the crisis, English manufacturers swamped the French market, and that it was the excessive importation of English iron which drove down prices in France, caused the depression in trade, the closing of works, blowing out of furnaces, &c. The Custom House returns, if they are worth anything, ought to prove the reverse, for the falling off in the quantities entered the first half of this year, as compared with that of last year, of English pig iron, was no less than 9,517 tons, and 4,759 tons when compared with the first half of 1856. The quantity of foreign pig iron from all sources entered during the first six months of this year was 17,820 tons less than in the corresponding period of last year, and 22,857 tons less than during the first half year of 1856. The improvement of trade, therefore, has made no progress as regards the importation of this class of goods, for last month the decrease as compared with June, 1857 and 1856, was as 4,411 are to 8,049 and 12,350 tons. The quantities of bar iron, including rails, entered, were last half year 5,618 tons, against 11,839, and against 27,450 for the corresponding periods in 1857 and 1856.

RAILWAY DIRECTORY FOR 1858,

CONTAINING a correct list of all the **Officers and Directors** of the **RAILROADS IN THE UNITED STATES AND CANADA**; together with their Length, Capital, Cost, Debt, Earnings, etc., etc.; compiled from official Reports by J. W. Low, Jr.

Price in Paper covers, 50 cents each.

" " Muslin " 65 " "

Orders addressed to

J. W. LOW, JR.,

5136 No. 9 South William st., New York.

PROPOSALS FOR LEASING

THE CHESTER VALLEY RAILROAD.

PROPOSALS will be received at the office of the Chester Valley Railroad Company,

No. 429 WALNUT ST., PHILADELPHIA,

until the Thirtieth day of September next, for furnishing Stock and Machinery, running the road and keeping it in good order and condition for a period of not less than five years from the thirty-first day of December, A. D. 1858.

Specifications can be seen at the office.

The Chester Valley Railroad begins at Bridgeport, Pennsylvania, on the Schuylkill River, near Norristown, (a point 6 miles from Philadelphia) where it connects with the Philadelphia and Norristown Railroad on the North bank, and the Philadelphia and Reading Railroad on the South bank. It is twenty-one miles in length, and runs for the greater part of that length in a line nearly straight (having but few curves) to the terminus at Downingtown, Chester county, where it connects with the Pennsylvania Railroad. With the exception of a light grade near Bridgeport, the Road is perfectly level.

The great Chester Valley which it traverses is unsurpassed in the abundance and fertility of its crops and farming produce, limestone quarries and iron ore beds.—The Road is in good order, and doing an excellent Passenger and Freight business, which is steadily increasing.

All proposals to be addressed to BENJAMIN RUBE, Esq., President of the Chester Valley Railroad Company, Philadelphia.

CHAS. O'NEILL,

Secretary.

RAILROAD SUPPLIES.

JAMES W. LOW,

No. 9 SOUTH WILLIAM STREET,
NEW YORK,

IS prepared to furnish, at the shortest notice, all articles used by RAILROAD COMPANIES at the lowest Manufacturers' prices, viz:

RAILROAD IRON, CHAIRS AND SPIKES,
AXLES, WHEELS & TYRES,
BEST BURNING and LUBRICATING OILS, WASTE,
STEAM AND WATER GAUGES,
Car Springs, Head Linings and Car Trimmings,
White Metal for Journal Boxes,
IRON, CAST and SPRING STEEL OF BEST BRANDS.

AGENT FOR

RICHARDSON, BARNUM & CO., Salisbury Iron
Car Wheels, Frogs, Chairs, etc.
Ashcroft's Steam and Water Gauges.

RAILROAD SLEEPERS.

THE

NEW BRUNSWICK & CANADA
RAILWAY AND LAND
COMPANY

HAVING received a Grant of wilderness land from the Crown, extending 5 miles in width on each side of their Line—65 miles of which are now open for traffic,—are enabled, from the peculiar advantages they possess, to supply

MOST SUPERIOR CEDAR AND HACHMATA RAILWAY TIES

at a very considerable reduction on the usual cost.

For particulars as to sizes, prices, etc., application may be made to

Messrs. WILLIAMS & PAGE,
44 Water st., BOSTON, Mass.

Messrs. A. BRIDGES & CO.,
64 Courtlandt st., NEW YORK,

Or at the office of the Company, ST. ANDREWS, N. BRUNSWICK.

JULIUS THOMPSON,
Manager.

RAILROAD IRON.

WELSH or Staffordshire make, delivered on board at an English port or at a port in the United States.

6m35

NORRIS & BROTHER,
BALTIMORE.

EUROPEAN & NORTH AMERICAN RAILWAY.

Notice to Contractors.

SEALED tenders will be received at this office until Friday, 8th October next, at noon, for the grading, masonry and bridging of that portion of the E. & N. A. Railway between Sussex and Salisbury, a distance of Twenty-eight miles.

The line will be laid out in seven sections of about four miles each for which separate tenders will be received.

Materials and plant of all kinds to be furnished by the contractors.

Tenders must be accompanied with names of responsible parties willing to become security for the performance of the contract.

The Commissioners do not bind themselves to accept the lowest tender.

Plans, specifications, and terms of tender may be seen at the Engineer's office on and after 20th September.

The line is finally located and now ready for the examination of contractors.

Contractors in the United States may refer to WM. PARKER, Esq., C. E., Boston.

By order of the Board,

R. JARDINE, Chairman.

RAILWAY COMMISSIONERS' OFFICE,
St. Johns, N. B., Sept. 2, 1858.

4187

REMOVAL.

W. D. STARLING, Metal Broker and Rail Inspector,
from Lawrence Pountney Lane, to the Vestry House,
Lawrence, Pountney Hill,
LONDON, 1857.

IMPROVED PATENT METALLIC OIL,

MANUFACTURED UNDER THE PATENT OF
J. & W. W. CUMBERLAND,
And under the personal Superintendence of the Inventor.

THE NEW YORK
CUMBERLAND METALLIC OIL
WORKS,
FOOT OF 24th STREET, EAST RIVER.
OFFICE, 205 BROADWAY,
NEW YORK.

WE respectfully call the attention of those interested in the running of

RAILROADS,
STEAMSHIPS,
Machine Shops, Factories,

and Machinery of all kinds, to the valuable qualities of our OIL.

1. It is entirely free from Gum, cools heated journals quicker than water, and keeps them cool by its superior anti-friction properties.

2. By its use less motive power is required than in using any other oil yet known. It will move machinery with very perceptibly less motive power than Sperm Oil.

3. The same quantity will last at least 33½ per cent. longer than Sperm, or any other Oil, and the quality is always strictly uniform in its season. We make Summer and Winter Oil.

4. Having largely increased the capacity of our works, we have been enabled to reduce the prices below those of last year; and it is our intention to keep it at all times below the price of Sperm.

The prejudice existing against Oils has very properly grown up, and we are fully aware of the deceptions which have been and still are practised by unscrupulous persons; but we are prepared to substantiate all the foregoing statements relative to the superiority of our Oils, at

OUR OFFICE, 205 BROADWAY,
by large numbers of certificates of the best managed lines of Railroads, Steamships, Machine Shops, & Factories

in this country, testifying to its value as being greatly superior to any other. Most of the certificates being of prominent Companies, it is probable that more or less of them will be known to all. We have also the MEDALS and DIPLOMAS awarded to us by the AMERICAN INSTITUTE.

We will at all times be ready to refund the money if the facts above stated are not satisfactorily substantiated on trial of the Oil; and we only solicit from those who have never used it very small trial orders. We also make

SUPERIOR GREASE, TALLOW, AND BURNING OIL.

The BURNING OIL will burn in any lamp that will burn Sperm, lasting longer, and burning without smell or smoke.

We manufacture an

OIL EXPRESSLY FOR SEWING MACHINES, GREATLY SUPERIOR TO ANY OTHER, AND WITH LESS SMELL.

Several have attempted to imitate our Oil, calling it "METALLIC OIL," as well as giving it a similar appearance; and we would CAUTION buyers against them, and advise them to see that our brand—

"NEW YORK CUMBERLAND METALLIC OIL WORKS, FOOT OF EAST 24th ST."

with the names of the inventors and kind of Oil, is upon every package, however small.

Address,—

N. Y. C. METALLIC OIL WORKS,
205 BROADWAY,
NEW YORK.

6m27

TAW & BEERS,
DEALERS IN
Sperm, Whale and Elephant Oils,
Adamantine Car and other Candles,
AND MANUFACTURERS OF
**TAW'S LUBRICATING
GREASE**
FOR RAILROAD CARS
AND HEAVY MACHINERY.

THIS celebrated GREASE has been in use upwards of
Ten years; and is in the opinion of FORTY RAIL-
ROAD COMPANIES, whom we regularly supply,
The Cheapest and Best Lubricator in use.

Parties ordering, will please state the kind of box, or descrip-
tion of machinery.

TAW & BEERS,
18 SOUTH WATER ST.,
Philadelphia.

**RAILROAD IRON
AND
EQUIPMENTS.**
T.A. HOWLAND & CO.
54 WILLIAM ST.,

HAVING the advantage of the most favorable arrangements
with both Foreign and American Manufac-
turers are prepared to supply Railroad Companies with
IRON and ROLLING STOCK on the most favorable
terms, and also to Negotiate their Securities.

**THE ROUGH AND READY
ROLLING MILLS
OF DANVILLE, PA.,**
ARE prepared to fill orders for RAILS of the best quality
at the market price.

T. A. HOWLAND & CO., Agents,
54 William St., NEW YORK.

RAILROAD IRON.
THE RENSSLAER IRON COMPANY,
TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may
be desired by purchasers.

OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & DODGE,
32 CHURCH ST.

**RAILROAD IRON
AT ELMIRA, N. Y.**
THE subscribers have American Railroad Iron for sale as
above; also Welsh Iron in New York and other markets.
FABER, PERKINS & CO.,
Brokers, 69 Wall St.
New York, August 10th.

FOR SALE.

THE undersigned offer for sale the following valuable prop-
erty in the city of Alexandria, Virginia.

An IRON FOUNDRY, with steam power, cupolas,
cranes, flasks, and all the fixtures requisite for a first class
business, also an extensive assortment of patterns for Railroad
Machinery, Mill Gearing, Steam Engines, etc., etc.

The foundry building is of brick, fire-proof, well-lighted and
has a clear floor 100 ft. x 60 ft. Also, the square of ground on
which the above is located, fronting on the Orange & Alexan-
dria Railroad and containing about 84,600 square ft. of ground.
The position is a very favorable one for the transaction of
an extensive foundry business and well worthy the attention
of parties disposed to engage in that business.

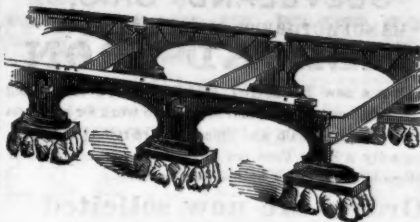
Also for sale or lease their extensive LOCOMOTIVE,
CAR BUILDING AND MACHINE WORKS
in Alexandria, situated on the River Potomac, comprising Real
Estate, Buildings and Machinery for the transaction of a large
machine business of any kind.

The location is considered a most desirable one, being im-
mediately on deep navigable water and in a city from which
three important railroads diverge, one of which connects with
a line of roads terminating at New Orleans, with diverging
lines from the South and South-west.

The subscribers will sell or lease this property or they will
work it in connection with parties who are disposed to invest
capital to purchase an interest with them. It is not deemed
necessary to give an extended description of the property, as
parties disposed to negotiate will probably examine for them-
selves.

For terms, etc., apply to **SMITH & PERKINS,**
8m36 Alexandria, Va.

BEERS'
ELASTIC IRON RAILWAY,
EMBEDDED TO THE COPING RAIL.



Saving Life and Property from Accident.

HERE is an indestructible railroad resting upon foundations
below the frost and entirely independent of its effects,
with a rolled iron coping rail maintained in perfect line by the
continuous support of the foundation rail, and between which
last, and the coping rail is interposed a packing of vulcanized
gutta percha; saving one-third on motive power, and the en-
tire breakage of wheels and axles, which is only a simple re-
sult of the jumping and pounding motion communicated to
the train, by the undulations in the T rail, which are al-
ways increasing, under the pressure of such train; also more
than three-fourths of the current cost of relays, and repairs;
while the rolling stock will last twice as long, with a large re-
duction on first cost; making a total yearly saving in current
expense of from \$1,500 to \$2,000 per mile, which is equi-
valent to an additional value of some \$25,000 on every mile
of road as compared with semi-wooden structures of nearly
equal cost.

Average cost of the iron railway, exclusive of grading, \$11-
000 per mile, and worth, at any time during 100 years, \$6,500
for old iron.

Also,—

BEERS'
CAST-IRON ENDLESS RAIL,
FOR CITY RAILROAD.

This track is laid without tie, string piece, bolt, or spike;
the joints are rendered perfect by an upright iron wedge
spice, will wear twenty years without repairs, and then be
worth half the first cost as OLD IRON.

Expense per mile, when laid, from \$5,000 to \$6,000.
To examine a section of either track, or for descriptive
drawings with circular, address the undersigned at Brook-
LYN, N. Y.

S. A. BEERS, Civil Engineer,
3m35 Inventor and Patentee for U. S. and Europe.

**BURLINGTON & MISSOURI RIVER
RAILROAD COMPANY'S
LAND & ROAD MORTGAGE
BONDS.**

SEALED proposals will be received by this Company, at
their office, No. 48 City Exchange, Boston, up to the 1st
day of October next, at 1 o'clock P. M., for a loan of five hun-
dred thousand dollars (\$500,000.) in money, payable as follows:

- 10—Ten per cent. on the 5th day of October next, which
first instalment the Company will retain without issu-
ing Bonds therefor until the last instalment is paid.
- 20—Twenty per cent. on the 1st day of November next.
- 20—Twenty per cent. on the 1st day of December next.
- 10—Ten per cent. on the 1st day of January, 1859.
- 10—Ten per cent. on the 1st day of February, 1859.
- 10—Ten per cent. on the 1st day of March, 1859.
- 10—Ten per cent. on the 1st day of April, 1859.
- 10—Ten per cent. on the 1st day of May, 1859.

For each instalment except the first, Bonds will be issued,
with proper adjustment of interest, when payments are made;
or payments may be made earlier by notifying the Treasurer
of the Company thereof, at the time when the first payment is
made.

The Construction Bonds now offered are in sums of \$500
and \$1,000 each, to be dated Oct. 1, 1858, having twenty-five
years to run, bearing 8 per cent. interest, payable semi-annually
in New York, being a part of an issue of one million of dollars
which may be made, and secured by a first mortgage and
trust deed to John M. Forbes, Henry P. Kidder, and John N.
A. Griswold, Trustees of 40 miles of railroad and its appur-
tenances, and more than 200,000 acres of valuable land in
Iowa, covering also the first section of 35 miles of road from
Burlington to Skunk River, which section is subject to liens
amounting to \$850,000. The proceeds of the lands constitute
a sinking fund for the purchase and extinguishment of these
Bonds; and by the terms of said mortgage and trust deed
they are receivable at par in payment for any of said lands.
This issue will secure the completion of the road to Ottum-
wa, in the Des Moines Valley, (a central point for the busi-
ness of Southern and Western Iowa,) early next year.

Further information may be obtained at the office of the
Company, or from its late report.

Other things being equal, a preference will be given to the
smaller bids made by our stockholders, who are especially in-
vited to share in the loan, the Company reserving to them-
selves the right to consider the responsibility of the parties
making the proposals, as well as the rate offered. With these
exceptions, they will award the loan pro rata to the highest
bids.

[Signed] **EDWARD L. BAKER, President.**

J. N. DENISON, Treasurer.

Boston, September 6, 1858.

G. M. TRACY & CO.,
STOCKS, BONDS, ETC.
LOANS NEGOTIATED.
No. 49 EXCHANGE PLACE,
NEW YORK.

CHAS. A. FISHER,
Late of the firm of FISHER, DENNY & CO.,
No. 18 Exchange Place.
STOCKS and Bonds bought and sold on commission; Loans
negotiated.

PETERS, CAMPBELL & CO.,
BANKERS AND DEALERS IN
DOMESTIC EXCHANGE AND BANK NOTES,
No. 50 WALL STREET,
NEW YORK.

SPECIAL ATTENTION GIVEN TO
COLLECTIONS
IN ALL PARTS OF THE UNITED STATES.

PETERS, SPENCE & CO., Lynchburg, Va.
D. T. C. PETERS, } **DAVID E. SPENCE,**
N. H. CAMPBELL, } **DEXTER OTTEY.**

REFER TO
JAS. T. SOUTER, Esq., Pres't Bk Republic, } New York City
American Exchange Bank,
Banks and Bankers, Richmond and Lynchburg, Va.

KETCHAM & WILLIAMS,
STOCK BROKERS,
No. 1 HANOVER STREET,
Near Wall, NEW YORK.
Stocks and Bonds bought and sold on Commission, and
Loans negotiated. 6m9

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner Pine and Nassau Sts., NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
For travelers, available in all the principal cities of the world.
ALSO, **MERCANTILE CREDITS,**
For use in **EUROPE, CHINA,** etc.

SIMEON DRAPER, Auctioneer.
By SIMEON DRAPER,
Office, No. 36 PINE ST., NEW YORK.
REGULAR AUCTION SALES
AT THE MERCHANTS' EXCHANGE EVERY DAY.
STOCKS and BONDS bought and sold at private sale.
Sale every day at 12½ o'clock. See Catalogue.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
39 WILLIAM STREET,
(FIRST BUILDING BELOW WALL STREET.)
STOCKS and BONDS Bought and Sold on Commission.
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.
New York, May 11, 1858.

TWO 26 TON FREIGHT ENGINES,
\$5,000 EACH.
4 ft 8½ in. Gauge. 5 ft. and 4 ft. 6 in. Wheels.
Cylinders, 15x24 157 Flues, 1½x11 ft. 7 in.
THESE Engines cost \$9,000 each, and have been built
about three years, have new Cranks and Tires, and are in
good order. For sale by
3m30 **WILLIAMS & PAGE,**
44 Water St. Boston, Mass.

PATENT
GRATE BARS,
MANUFACTURED BY THE
SALAMANDER GRATE BAR COMPANY.

THESE Bars are warranted superior to any other kind in
use for economy, in durability and saving of fuel.
They are adopted in most of the extensive Manufactories,
Steamers and Railroad Companies, &c., have given
testimonials of their superiority.
Orders promptly executed. Send dimensions to the office of
the Company, No. 30 Pearl St., N. YORK. 3m36

NOTICE TO CAR BUILDERS.

WANTED to contract for a train of Passenger Cars, consisting of one Baggage Car, one Accommodation do., one Gentlemen's Coach and one Ladies' Coach.

Plans and specifications to be seen at my office.

WILLIAM MAHONEY,
Chief Eng'r and Sup't,
Norfolk and P. R. R. Co.

Norfolk, Va., August 31, 1858.

THE ROUND OAK IRON WORKS, STAFFORDSHIRE, ENGLAND.

Lord WARD, Proprietor.

MANUFACTURE RAILS, BOILER PLATES, SHEETS, HOOPS and BARS, of every variety of pattern.

NORRIS & BROTHER,
Agents for the United States,
12 SOUTH CHARLES STREET,
BALTIMORE.

6m35

TUBULAR RAIL.



Railroad Managers will be interested by an examination of the "TUBULAR RAIL," patented in Europe and America by STEPHENS & JACKSON, Covington, Ky. These rails have decided advantages over any rail hitherto made, among them the following:—

The "Tubular Rail" of 50 lbs. per yard has greater strength and elasticity, with the same outside surface as solid rails of 60 lbs. per yard.

Its density is greater,
Its welding nearer perfect, and
Its durability superior.

Unlike other new forms of rail, it can be put down on the same chairs, and with the same fastenings, used with common T rails.

The arrangements to manufacture are such that these rails can be furnished of any American or Foreign make.

Reference is made to the officers of all the railroads in the vicinity of Cincinnati.

Additional particulars and circulars may be had by addressing
E. W. STEPHENS,
Cincinnati, Ohio.

RAILROAD IRON. WOOD, MORRELL & CO.,

Having leased the extensive Works of the
Cambria Iron Company,
Situated at JOHNSTOWN, CAMBRIA CO., PENNA.,

And purchased all their real estate,

ARE now prepared to execute, at short notice, orders for RAILS of any required pattern or weight, on the most liberal terms.

Philadelphia Office, } North Penna. R. R. Building,
No. 407 Walnut st.

IRON BOILER FLUES.

Lap-Welded Boiler Flues,
1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,
From ¼ to 6 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, &c., &c.

MANUFACTURED AND FOR SALE BY

MORRIS, TASKER & CO.,

PASCAL IRON WORKS.

Established 1821.

Warehouse—209 South Third st.,
PHILADELPHIA.

STEPHEN MORRIS,
THOS. T. TASKER, JR.

CHAS. WHEELER, JR.,
STEPHEN P. M. TASKER.

MORRIS & JONES & CO., IRON MERCHANTS, MARKET AND SIXTEENTH STREETS, PHILADELPHIA.

IRON AND STEEL

IN ALL THEIR VARIETIES.

BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, FIG IRON, &c.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, orders for any description of Iron can be executed.

August 16, 1854.

1733

THE RAILROAD IRON MILL COMPANY, CLEVELAND, OHIO, MANUFACTURERS EXCLUSIVELY OF RAILROAD IRON.

THIS is a new ROLLING MILL, having been working only eighteen months, and confined to work for roads on this line between Buffalo and Chicago in re-rolling old Rails. The capacity is Forty Tons per day. It is well situated for receiving old Rails, either by Railroad or Lake.

Orders are now solicited

From Roads in other sections of the country; and work will be made with New Iron in the heads, if desired.

Apply to

ALBERT G. SMITH,

President of the Incorporation.

February, 1858.

RAILROAD IRON.

The Crescent Manufacturing Company,
WHEELING, VA.,

ARE now prepared to execute, at short notice, orders for Rails of any required pattern and weight, and to re-roll old rails, on the most liberal terms. Address

N. WILKINSON, Sec'y,
WHEELING, VA.

817

RAILROAD IRON. CONTRACTS FOR RAILS, AT A FIXED PRICE OR ON COMMISSION, DELIVERED AT AN ENGLISH PORT, Or at a Port in United States,

WILL BE MADE BY THE UNDERSIGNED,
THEODORE DEHON,
10 Wall st., near Broadway, New York.

500 tons T rails on hand 54 to 57 lbs. per linear yard.

RAILROAD IRON.

The undersigned, Agents for leading Manufacturers in STAFFORDSHIRE AND WALES,

ARE PREPARED TO CONTRACT FOR DELIVERY On board ship at Liverpool, or Welsh port.

C. CONGREVE & SON,
13 CHURCH ST., N. Y.

RAILROAD IRON.

The Undersigned, Agents for the Manufacturers, ARE PREPARED TO CONTRACT TO DELIVER Free on Board at Shipping Ports in England, or At Ports of Discharge in the United States,

RAILS OF SUPERIOR QUALITY, And of Weight or Pattern as may be required.

VOSE, LIVINGSTON & CO.,

New York, Aug. 1, 1855. 9 South William Street.

RAILROAD IRON.

The Subscribers, Agents for the Manufacturers, ARE PREPARED TO CONTRACT FOR THE DELIVERY OF RAILROAD IRON AT ANY PORT in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,

Boston, June, 1851. 29 Central Wharf.

RAILROAD IRON AND COMMON BARS.

THE UNDERSIGNED,

Sole Agents to Messrs. GUEST & CO.,

The Proprietors of the Dowlais Iron Works,
Near Cardiff, South Wales,

ARE duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAXIN, 70 Broad st.

RAILROAD IRON & CHAIRS.

THE LACKAWANNA IRON AND COAL CO.

Are now prepared with increased facilities to contract for RAILS AND CHAIRS

At their Works at SCRANTON, PENNA.

Address J. H. SCRANTON, Pres't, at SCRANTON, or THEO. STURGES, Treas., 40 Exchange Place, New York.

NEW ENGLAND RAILROAD MUTUAL FIRE INSURANCE CO.

Office, No. 11 Railroad Exchange, Boston.

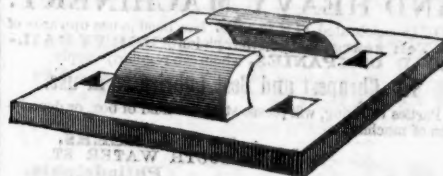
THIS Company, composed of Railroad Corporations, insures on the Mutual principle, against loss by Fire, BUILDINGS, BRIDGES, ROLLING STOCK, and other property in which the members have an insurable interest.

DIRECTORS:

S. Hooper, Uriel Crocker, Charles L. Putnam,
Stephen Fairbanks, Wm. Minot, Jr., S. H. Walley,
Wm. A. Crocker, L. M. Spelman, Waldo Higginson.

WALDO HIGGINSON, President.

CHARLES G. HOBART, Secretary.



JACOB ROWE, GENERAL COMMISSION MERCHANT, Nos. 6 & 8 Broadway, and 8 Beaver St.

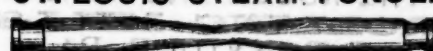
ORDERS received for all sizes MERCHANT BAR and RAILROAD IRON, AMERICAN and SCOTCH FIG IRON, SUPERIOR WROUGHT IRON RAILROAD CHAIRS, SPIKES, CAR WHEELS, NAILS, ETC., ETC.

OFFICE, 8 BROADWAY, Corner Beaver st., opposite the Bowling Green, NEW YORK.

REFERS TO

Messrs. Cooper & Hewitt, Messrs. Stillman, Allen & Co.,
Messrs. Wm. Oothout & Bro., Peter Cooper, Esq.,
Messrs. Marshall Lefferts & Bro., James L. Jackson, Esq.

ST. LOUIS STEAM FORGE.



ROBERTSON & LOWE,
COR. MAIN AND CEDAR STREETS,
ST. LOUIS, MO.,

MANUFACTURE

CAR AXLES, AND EVERY DESCRIPTION OF LOCOMOTIVE FORGINGS.

ALSO,

STEAMBOAT SHAFTS, CRANKS, TOBACCO SCREWS, HAMMERED BAR IRON,

AND EVERY VARIETY OF

Forgings for Machinists' Use.

NOTICE TO

Presidents, Directors and Gen. Superintendents OF RAILROADS.

I WISH TO INTRODUCE MY NEW PATENT CAR BRAKE

which I claim to be the cheapest, strongest and most efficient of any now in use. AND WILL AT MY OWN COST PUT THE BRAKE ON ANY CAR OF A COMPANY WHO WOULD DESIRE TO TEST ITS MERITS. All those interested are invited to call at 61 Chambers st., where the model and specifications are to be seen.

6m26

J. D'HOMERGUE.

AMERICAN COAL CO.

GEORGE'S CREEK SEMI-BITUMINOUS COAL.

THIS Company is prepared to contract for the sale of their coal, delivered on board vessels at the depots at Baltimore, Georgetown and Alexandria, on the most favorable terms. The coal is from the George's Creek basin, entirely free from slate, and for steamers, locomotives and foundries is unsurpassed and unequalled in quality by any coal brought to this market, except that coming from the same basin.

The Company will procure vessels at the lowest rates, when desired, without charge.

Orders for quantities less than a cargo, will be filled at the yard of RANDALL & MORRELL, Jersey City, adjoining the Cunard Wharf.

Office, 50 Exchange Place.

W. TITUS, Sec'y.

VAN RIPER'S DINING SALOON.

Nos. 34 and 34½ Pine Street.

MERCHANTS and others doing business in the vicinity of the Custom House, should patronize this well conducted establishment.

Every care will be taken to give satisfaction to the most fastidious, and the proprietor feels confident in his ability to please those of his friends and strangers who may favor him with a call.

THEODORE VAN RIPER, Prop'r.

MORRIS K. JESUP, JOHN KENNEDY, GILBERT A. SMITH,
M. K. JESUP & CO.,
 RAILWAY AGENTS AND BANKERS,
 44 EXCHANGE PLACE,
 NEW YORK,

AGENTS FOR THE SALE OF
 FOREIGN AND AMERICAN RAILROAD IRON
 AND ALL MATERIALS NECESSARY FOR THE
 Construction, Equipment & Operating of Railways!
 RAILWAY AND OTHER SECURITIES
 BOUGHT AND SOLD
 Either privately or at the Board of Brokers.

RAILROAD SUPPLIES.
WILLIAMS & PAGE,
 No. 44 Water, between Congress and Kilby Streets,
 Boston, Mass.

**Iron Rails, Chairs, & Spikes,
 FREIGHT AND COAL CARS,**
 (on hand or made at short notice.)

**Wheels and Axles of all kinds,
 LOWMOOR, AMES', BOWLING, AND NASHUA TIRES,
 IRON AND STEEL,**
 Of all kinds for Shops and Tracks.

**Car Trimmings, Paints, Oil, Varnish, Car and Switch
 Locks, Ventilators, Lanterns, Head-Lights, Gauges, Rubber
 Springs, Chairs, Hose and Belting, Ash, Pine and other Tim-
 ber, and ALL MATERIALS USED in Equipment and Repairs of
 Railroads, Engines and Cars, at lowest prices.**

THOS. S. WILLIAMS, PHILIP S. PAGE,
 Late Sup't Boston & Me. R. R. Late PAGE, ALDEN & Co.

REFERENCES.
 JAMES HAYWARD, President, PHILIPS, DODGE & Co., N.Y.
 Boston and Maine R. R. COOPER, HEWITT & Co., do.
 Capt. WM. H. SWIFT, Boston. RIVERS, BUCK & Co., Phila.
 M. S. CHESBROUGH, Chicago.
 Phila., W. & B. R. R.

OLD STAND.
RAILROAD AND CAR FINDINGS.
A. BRIDGES & CO.,
 SUCCESSORS TO BRIDGES & BRO.,

WILL continue the Railroad and Car Furnishing business,
 and deal in Locomotive and Hand Lanterns, Enamelled
 Head Linings, Brass and Silver Trimmings, Cotton Duck for Car
 Covers, Portable Forges and Jack Screws, Bolts, Nuts and
 Washers, Ship and Bridge Bolts, and Iron Forgings of almost
 every description, etc., etc., at the OLD STAND,
 64 COURTLAND ST., NEW YORK.

Orders for the purchase of goods on commission, aside
 from our regular business, respectfully solicited.

ALBERT BRIDGES, { Of the late firm of
JOEL C. LANE. { Bridges & Bro.

F.W. Rhinelander, James A. Boorman, Edwin A. Post,
RHINELANDER, BOORMAN & CO.,
 RAILWAY AGENTS
 AND
COMMISSION MERCHANTS,
 SUPPLY ALL MATERIAL AND ARTICLES USED IN THE
 CONSTRUCTION AND OPERATING OF RAILWAYS.
 BANK OF COMMERCE BUILDING, NEW YORK.

REFER TO
 John A. Stevens, Esq., President Bank of Commerce.
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 James Boorman, Esq., Messrs. Stillman, Allen & Co.
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H. H. GOODMAN & CO.,
 No. 7 WALL ST., NEW YORK,
 Dealers in Railway, City, County, and State

**BONDS,
 RAILS, LOCOMOTIVES, &c.**
 We have on hand and for sale, of County Bonds—

Hardin County (Ky.), 5 per cts. Davidson City (Tenn.), 5 p.cts.
 Carter, Bath, and Montgomery (Ky.), 5 per cts. Iowa County (Wis.), 5 per cts.
 Mineral Point do. do. do.
 Also a variety of CITY, COUNTY, and RAILWAY
 SECURITIES in smaller lots.
 April 30th, 1858.

S. B. BOWLES,
 MANUFACTURER AND DEALER IN
**RAILROAD
 SUPPLIES,**
 No. 12 GOLD STREET,
 (Between PLATT and MAIDEN LANE.)
 NEW YORK.

A. S. & A. G. WHITON
 72 PINE ST., NEW YORK,
 DEALERS IN

**RAILROAD IRON,
 CHAIRS AND SPIKES,
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 PASSENGER AND FREIGHT CARS.**

MANUFACTURERS' AGENTS
 FOR Seller's Iron Turn Tables, Dimpfel's Patent Blower,
 Gardiner's Volute Car Springs and
RAILWAY SUPPLIES GENERALLY.

ALSO
 NEGOTIATORS OF SECURITIES.

GEO. M. FREEMAN,
 SUCCESSOR TO
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 PHILADELPHIA
RAILWAY SUPPLY AGENCY,
 No. 123 WALNUT STREET,
 PHILADELPHIA.

**Railroad Materials, Locomotive and Car Findings,
 MACHINERY AND MACHINISTS' TOOLS,
 MINERS' TOOLS, ETC.
 COTTON WASTE. A
 WHITE AND YELLOW CAR GREASE,
 LOCOMOTIVE BRASS WORK,
 Baggage Checks, Barrows, etc., etc.,
 RAILROAD LANTERNS, SIGNAL LIGHTS,
 STEAM GAUGES, COCKS AND WHISTLES,
 INDIA RUBBER HOSE PACKINGS, ETC.
 LANTERNS OF ALL DESCRIPTIONS,
 ENGINE, STATION, AND SIGNAL BELLS,
 Superior Car Upholstery, etc. A
 AGENCY OF THE KEROSENE OIL COMPANY.**

Orders solicited, promptly filled, and forwarded with
 despatch and care at the manufacturers' lowest prices.

CINCINNATI.
HEWSON & HOLMES,
 AUCTIONEERS AND STOCK BROKERS,
 Have regular sales of Stocks, Bonds, and other Securities
 EVERY
 WEDNESDAY AND SATURDAY,
 At 1 o'clock at the Merchant's Exchange,
 AND IF REQUIRED,
SPECIAL SALES
 ON MONDAY, TUESDAY, THURSDAY, AND FRIDAY.

OFFICES—Nos. 83 and 85 Walnut street.
 Where they offer at private sale
 A GREAT VARIETY OF
 State, County, City and Railroad BONDS and STOCKS

NEGOTIATE
 LOANS, NOTES, BILLS OF EXCHANGE,
 AND COLLECT
 DIVIDENDS, LEGACIES, DEBTS, &c.

REFERENCE—Ohio Life Insurance & Trust Company Bank

CINCINNATI STOCK EXCHANGE.
KIRK & CHEEVER,
 Stock Brokers and Railroad Agents,
 No. 83 WEST THIRD STREET,
 CINCINNATI, OHIO.

Railroad Stocks, Bonds, &c., bought and sold on commission.
 Regular sales at public auction at the MERCHANTS' EXCHANGE.

**FINAL SALE OF
 LOTS!
 IN
 KENTUCKY CITY!**

On MONDAY, 27th day of
SEPTEMBER, 1858,
 WILL commence the second and final Sale of Lots in this
 growing and most interesting
YOUNG CITY.

The Trustees in announcing this Sale, feel warranted in as-
 suring the public that at no point in the West can there be
 found **EQUAL OPPORTUNITIES** for safe and
 profitable investment.

KENTUCKY CITY
 (is located on the east bank of the Mississippi, upon the near-
 est high land, (or above overflow), to the mouth of the Ohio
 river, and for all practical business purposes, is, and will for-
 ever be the mouth of the Ohio.

KENTUCKY CITY and COLUMBUS contains
 four thousand three hundred acres, laid off into lots, streets,
 alleys, etc.; 800 acres in quarter and half lots; the remainder
 in one, two, four, ten, twenty, forty and sixty acre lots. It is
 from 4 to 210 feet above high water mark, and surrounded by
 a high,

Healthy and Fertile Country,
 Rapidly growing in wealth and population, with a salubrious
 climate, and generous, liberal, enlightened and refined society.
 There was wanted but one further feature to make this the most
 commanding point on the great "Father of Waters." This
 was uninterrupted communication with the interior of the ad-
 jacent States, to accommodate internal commerce and facilitate
 the interchange of commodities. That want is now fully met
 by the established system of

RAILROADS
 Which has fixed **KENTUCKY CITY** as the center
 of a net-work of Railroads stretching out and affording
 connections in all directions with the interior and with the cities
 and lakes of the North and East, and ramifying throughout
 the whole South and West.

That the public may not be led off by suspicions that this is
 a mere city on paper, we request you to enquire—to come and
 see for yourselves.

See the MAP—**Kentucky City** is the northern termi-
 nus of the Great Mobile and Ohio Railroad—480 miles long.
 See also our railroad connection by Union City and along the
 Nashville and North western Railroad via Paris and Clark-
 ville to Nashville, 170 miles. Also, by Kenton and along the
 Memphis and Ohio road to Memphis, about 160 miles. Also,
 via Jackson, Tenn., Holly Springs, Canton and Jackson, Miss.,
 to New Orleans, 500 miles. Also, via Corinth, thence along
 the Memphis and Charleston Railroad to Tusculuma, Hunts-
 ville, Chattanooga, Knoxville and the East, and with Atlanta
 and Savannah, Georgia. Also, by the Fulton and Texas Rail-
 road via Little Rock, through Arkansas and Texas to the
 Pacific Ocean.

Also, by the Iron Mountain Railroad to St. Louis, 150 miles.
 Also, by the

STEAM FERRY PACKETS,
 Plying to and fro with Cairo and the Illinois Central Railroad
 to Chicago and the whole North-west.

Intelligent, enterprising and practical men who will come and
 see and investigate in person, will be convinced that the extra-
 ordinary commercial advantages and facilities of **Railroad**
 and **Steamboat Transportation** possessed by **Kentucky City**
 secures to this point requisites for manufactur-
 ing and commercial purposes, which must, of necessity, cause
 it speedily to become the great intermediate city between the
NORTH and the **SOUTH**, at which the productions and
 manufactures of each section will be concentrated for sale, or
 to be exchanged for those of the other.

The Hon. Post Master General, in a recent report, says:
 "No man can look at the map of this country without his eye
 finally resting on the mouth of the Ohio as the center of popu-
 lation and commerce of the United States."

The sale is to be made without reserve, and in good faith,
 and there will always be a reliable gentleman on the ground,
 whose pleasure and duty it will be to give all needful informa-
 tion, and answer all written or oral interrogatories. Then let
 no one permit himself to be led off by rumor, when the facts
 are so accessible to all.

Sale to commence—
Monday, September 27th, 1858
 and continue until all the Lots are sold.

TERMS OF SALE.

Ten per cent, cash in hand, for the residue, a credit of one
 and two years, with interest.

HEN EDWARDS GREY,
E. I. HULLOCK,
W. H. H. TAYLOR, } Trustees.

Address for full information,
FRANK JAY MCLEAN, Att'y in fact
Kentucky City, Ky.

THE ALBERT FREESTONE COMPANY

SUPPLY THE BEAUTIFUL

Buff-Colored Freestone

WHICH enters into a large number of the finest Buildings recently erected in New York, Baltimore, Philadelphia, Portland, Halifax, Norfolk, St. John, etc. They also furnish the SAME STONE of a BROWN COLOR with a ROSE TINGE. Orders will be taken for any point on the Atlantic Seaboard or for Inland Cities.

Directors:—JOHN TRAVERS, CHARLES E. ANDERSON, JOSEPH FOWLER, SAMUEL P. DIMSMORE, M. DUDLEY BRAN, GEORGE E. COOK, WILLIAM H. DUNCAN, HENRY V. POOR.

JOHN TRAVERS, Esq., Pres't; CHARLES E. ANDERSON, Esq., Vice Pres't; JOSEPH FOWLER, Esq., Treas'r; SAMUEL P. DIMSMORE, Secretary.

Offices: 15 NASSAU ST., (Commonwealth Building,) N. York. Communications by Mail should be addressed to the Secretary.

Manager of the Quarries—CAPT. GEO. LANG, Harvey, New Brunswick.

"The great beauty of this stone commended it to our committee; the stone is universally admired."—*Pennsylvania R.R. Co.*
"No sulphuretted iron in it."—*Francis Alger, Esq., Boston.*
Average resisting power to the square inch 6,632 lbs.—more by 8,110 lbs. than any other Freestone in use.—*Hayfield's Tests.*
"Is without grain or cleavage."—*T. Bursall, Engineer, Birmingham, Eng.*

"Coming to be the favorite material."—*N. Y. Times.*
"Finest Freestone in N. America."—*The late J. G. Percival.*
"Surfaces of this Freestone, for ages exposed to the weather, have perfectly withstood the action of water and frost."—*Professor C. T. Jackson, Boston, Mass.*

"It has a color unsurpassed, one of the neutral tints which harmonizes with everything in nature, and is equally pleasant to the eye in fair day or foul, and whether the building has a background of sky, water or foliage."—*N. Y. Express.*

"It contains no scale of mica, no carbonate of lime."—*F. Alger.*

"A grand building stone."—*New York Evening Post.*

"Beyond doubt the very best material we have ever seen in this country."—*John Struthers, Philadelphia.*

"Frost, snow and ice of the severest winters have no effect upon it."—*John Whitehead, Baltimore.*

"Light, agreeable and cheerful color, and gives a pleasant aspect to our streets. Retains its uniformity of color."—*Professor C. T. Jackson, Boston, Mass.*

"I greatly admire your beautiful Freestone, and only regret that the Building to which I have devoted so much of my time and means, was not built of it."—*Peter Cooper, Esq., N. York.*

"Must not be confounded with any other stone from the British Provinces."—*Company's Circular.*

"A monopoly of the very best building material in the world."—*Professor J. L. Hayes, Washington, D. C.*

WATERBURY BRASS AGENCY,

ALEX. ANDERSON, AGENT,

52 BEEKMAN STREET, NEW YORK,

FOR THE SALE OF

SHEET BRASS,

COPPER AND BRASS WIRE,

BRASS AND COPPER TUBING,

COPPER RIVETS AND BURS, ETC.

Manufactured at WATERBURY, Conn.

PROSSER'S PATENT

LAP-WELDED IRON BOILER TUBES,

SAFE FROM END TO END.

EVERY article necessary to DRILL THE TUBE-PLATES and to SET THE TUBES in the best manner. Tube CLEANERS, Steel-Wire and Whalebone BRUSHES. Tubes for ARTESIAN WELLS. Pump Shafts, Line Shafting, conveying Steam or Water, etc., etc. SCREWED TOGETHER, FLUSH ON BOTH SIDES, or WITH COUPLINGS either outside or inside; also EXPANDED INTO FLANGES.

PATENT SURFACE CONDENSER.

AGENTS FOR
KRUPP'S CELEBRATED CAST-STEEL
for SHAFTS, RAILWAY AXLES, TIRES, PLATE'S
ROLLERS, RIFLE AND GUN BARRELS, CANNON, &c.

THOMAS PROSSER & SON,
22 PLATT ST., NEW YORK.

Railroad Iron.

700 TONS, about or in store, of "V. Crawshaw's make. For sale by

THEODORE DEHON,

10 Wall st., near Broadway.

16

NEW YORK.

Railroad Iron.

1,000 TONS Railroad Iron, weighing about 58 lbs. per yard, "Erie" pattern, of best quality Welsh make, now ready for delivery, for sale by

VORSE, LIVINGSTON & CO.,

August 1st, 1867.

9 South William st.

RICHARD B. COWLEY,

MANUFACTURING JEWELER,

3½ Division st., 3rd floor, City of New York.

MASONIC, Sons of Temperance and Odd Fellows Lodge
Jewels, from new patterns and dies, made to order and
constantly on hand.

All orders promptly attended to. 6m22

RAILROADS AND STEAMBOATS.

FOR BOSTON and PROVIDENCE via NEWPORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Brown, leaves New York every TUESDAY, THURSDAY and SATURDAY, at 5 o'clock P.M., and the BAY STATE, Capt. Jewett, on MONDAY, WEDNESDAY and FRIDAY, at 5 o'clock P.M.; from Pier No. 8, N.R., near the Battery; both touching at Newport each way.

Hereafter no rooms will be regarded as secured to any applicant until the same shall have been paid for.

Freight to Boston is forwarded through with great dispatch by an Express Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West st.

The REGULAR MAIL LINE

VIA STONINGTON, for BOSTON and PROVIDENCE
—Inland route—the shortest and most direct, carrying the Eastern Mail.

The steamers PLYMOUTH ROCK, Capt. Joel Stone, and C. VANDERBILT, Capt. W. H. Frazer, in connection with the STONINGTON & PROVIDENCE and BOSTON & PROVIDENCE RAILROADS, leaving New York daily (Sundays excepted) from Pier No. 2, North River, first wharf above Battery Place, at 5 o'clock P.M., and Stonington, at 8½ P.M.; or on the arrival of the mail train which leaves Boston at 5.30 P.M.

The C. VANDERBILT, from New York Monday, Wednesday and Friday; from Stonington Tuesday, Thursday and Saturday.

The PLYMOUTH ROCK, from New York Tuesday, Thursday and Saturday; from Stonington Monday, Wednesday and Friday.

Passengers proceed from Stonington per railroad to Providence and Boston in the Express Mail Train, reaching said places in advance of those by other routes, and in ample time for all the early morning lines connecting North and East. Passengers that prefer to remain on board the steamer, enjoy a night's rest undisturbed, breakfast if desired, and leave Stonington in the 7 A.M. train for Providence and Boston.

A baggage master accompanies the steamer and train through each way.

For passage, berths, state rooms or freight, apply on board the steamer, or at the Freight Office, Pier No. 2 North River, or at the office No. 10 Battery Place.

RAILROAD MAPS,

THE BEST "GUIDE" IN THE WORLD,

FOR SALE AT THIS OFFICE.

Price of Pocket Edition, by mail, pre-paid. \$1.00

" Mounted on Rollers..... 3.00

" " " Colored in Counties..... 5.00

RAILROADS.

NEW YORK & NEW HAVEN R. R.

1858. SUMMER ARRANGEMENT. 1858.

Commencing May 13, 1858.

Passenger station in New York, corner 27th st. and 4th av.; entrance on 27th st.

TRAINS LEAVE NEW YORK

For New Haven, 7, 8 A.M.; [ex.]; 12.45, 3.45, 4.20 [ex.], and 6.30 P.M. For Bridgeport, 7, 8 A.M.; [ex.]; 12.45, 3.45, 4.20 [ex.], and 6.30 P.M. For Milford, Stratford, Fairfield, Southport and Westport, 7 A.M.; 12.45, 3.45, 5.30 P.M. For Norwalk, 7, 9 A.M.; 12.45, 3.45, 4.20 [ex.]; 4.45, 5.30, 6.30 P.M. For Darien and Greenwich, 7, 9 A.M.; 12.45, 3.45, 4.45, 5.30, 6.30 P.M. For Stamford, 7, 8 [ex.], 9 A.M.; 12.45, 3.45, 4.20 [ex.]; 4.45, 5.30, 6.30 P.M. For Port Chester and intermediate stations, 7, 9 A.M.; 12.45, 3.45, 4.45, 5.30, 6.30 P.M.

CONNECTING TRAINS.

For Boston, 8 A.M. [ex.]; 4.20 P.M. [ex.]. For Hartford and Springfield, 8 A.M. [ex.]; 4.20 P.M. [ex.]. For Connecticut River Railroad to Montreal, 8 A.M. [ex.], and 4.20 P.M. [ex.], to Northampton. For Canal Railroad to Northampton, 8 A.M. [ex.], and 12.45 P.M. For Housatonic Railroad, 8 A.M., 4.20 P.M. For Naugatuck Railroad, 8 A.M., 12.45 and 3.45 P.M. For Danbury and Norwalk Railroad, 7, 9 A.M., 4.20 P.M.

JAMES H. HOYT, Sup't.

NEW JERSEY RAILROAD.

For Philadelphia and the South and West,
VIA JERSEY CITY.

MAIL and Express Lines leave New York at 8 and 11 A.M., and 4 and 6 P.M.; fare \$3; 11 and 4 go to Kensington. Through Tickets sold for Cincinnati (\$17 and \$18.50) and the West, and for Baltimore, Washington, Norfolk, etc., and through baggage checked to Washington in 8 A.M. and 6 P.M. trains.

W. WOODRUFF, Assistant Sup't.

No baggage will be received for any train unless delivered and checked fifteen minutes in advance of the time of leaving.

New York and Erie R. R.

On and after Monday, May 10, 1858, and until further notice

PASSENGER TRAINS

will leave Pier foot of Duane street,

as follows, viz:—

DUNKIRK EXPRESS, at 6 A.M. for Dunkirk and principal intermediate stations.

MAIL TRAIN, at 8 A.M., for Dunkirk and Buffalo, and intermediate stations.

ROCKLAND PASSENGER, at 3 P.M., from foot of Chamber st., via Piermont, for Suffern's and intermediate stations.

WAY PASSENGER, at 4 P.M., for Newburgh, Middletown and intermediate stations.

NIGHT EXPRESS, at 5 P.M. for Dunkirk and Buffalo.

The above trains run daily, Sundays excepted.

These Express Trains connect at Elmira, with the Elmira, Canandaigua and Niagara Falls Railroad, for Niagara Falls; at Binghamton with the Syracuse and Binghamton Railroad, for Syracuse; at Corning with Buffalo, Corning and New York Railroad, for Rochester; at Great Bend with Delaware, Lackawanna and Western Railroad, for Scranton; at Hornellsville with the Buffalo and New York City Railroad, for Buffalo; at Buffalo and Dunkirk with the Lake Shore Railroad or Cleveland, Cincinnati, Toledo, Detroit, Chicago, etc.

CHARLES MORAN, President.

HUDSON RIVER R. R.

FROM May 10th, 1858, Trains will leave Chambers street station as follows: Express Trains, 6 A.M., and 5 P.M.; Albany and Troy Passenger Train, 11½ A.M. and 10 P.M.; for Dobbs' Ferry, 6½ A.M. and 4 P.M.; for Tarrytown, 7 P.M.; for Sing Sing, 10½ A.M. and 3 P.M.; for Poughkeepsie, 8 A.M., 1 P.M. and 3½ P.M.; for Peekskill 5½ P.M. The Poughkeepsie, Peekskill, Sing Sing, Tarrytown and Dobbs' Ferry Trains stop at the Way stations. Passengers taken at Chambers, Canal, Christopher and Thirty-first streets. Trains for New York leave Troy, at 4½ and 10.25 A.M., and 4½ and 9½ P.M.; and Albany, at 4½ and 10.55 A.M., and 4.05, 4.45 and 3½ P.M.; on Sundays, at 9½ P.M.

A. F. SMITH, Sup't.

U. S. MAIL AND EXPRESS ROUTE

DIRECT FOR

Iowa, Kansas and Nebraska.



CHICAGO, BURLINGTON & QUINCY RAILROAD.

THE ONLY DIRECT ROUTE FROM

CHICAGO TO AURORA, MENDOTA, PRINCETON
GALESBURG, QUINCY, BURLINGTON, ANY PART
OF SOUTHERN OR CENTRAL IOWA, KANSAS
OR NEBRASKA.

PASSENGER TRAINS leave the Central Depot, foot of South Water street, CHICAGO, daily as follows:—

9.45 A.M.—**MORNING EXPRESS**.—Connecting at Mendota with Illinois Central Railroad, north for Amboy, Dixon, Galena and Dunleith, south for La Salle, Bloomington, Decatur, Springfield, Jacksonville, St. Louis, Cairo, &c.; at Galesburg with Northern Cross R.R. for Quincy, &c.; and at Burlington with Burlington and Missouri River R.R., and with Packets for points up and down the Mississippi river.

8.45 P.M.—**EVENING EXPRESS**.—Making same connections as above.

NO TRAIN SATURDAY EVENING.

ONE TRAIN SUNDAY, 8.45 P.M.

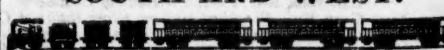
BAGGAGE CHECKED THROUGH TO BURLINGTON and QUINCY.

THROUGH TICKETS can be procured at all the principal eastern railroad offices and in Chicago at the Depot and at the Michigan Central R. R. office, corner of Lake and Dearborn streets, opposite the Tremont House.

SAML POWELL,
Gen. Ticket Agent.C. G. HAMMOND,
Gen. Sup't.

Philadelphia, Wilmington & Baltimore Railroad.

UNITED STATES MAIL ROUTE TO THE SOUTH AND WEST.



Trains will leave the Southern and Western Station, corner Broad and Prime streets, Philadelphia, at 8.30 am. 12.45, 3.11 pm.

FARE BY THROUGH TICKETS TO THE SOUTH.

From New York to Wilmington	\$15 50
do do Norfolk	8 50
From Philadelphia to Wilmington	14 00
do do Norfolk	6 50
do do Petersburg	9 00
do do Richmond	8 00

FARE BY THROUGH TICKETS TO THE WEST.

From New York to Cincinnati	\$17 00
do do Louisville	19 00
From New York to Indianapolis	19 00
From Philadelphia to Cincinnati	16 00
do do Louisville	18 00

An extra charge will be made for meals and state rooms on board the boat.

GEORGE A. PARKER, Sup't.